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# AUTOSPORT

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# AUTOSPORT

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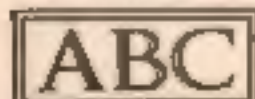
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BMW start their Ricard annihilation headed by Pescarolo.



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AUTOSPORT, SEPTEMBER 6, 1973

## EDITORIAL

Jochen Neerpasch—the mastermind of BMW's motor sport programme—has achieved a remarkable feat this year to win the European Touring Car Championship and the European Formula 2 Championship in the first year the new-look BMW organisation have officially been involved in motor sport. Neerpasch established the works German Ford Capri team into a tremendously successful and well co-ordinated organisation; when he achieved all that he felt was possible at Ford, Neerpasch accepted the post at BMW to form their new competitions department. With assistance from BMW's main tuning firms Alpina and Schnitzer, Neerpasch soon established the Munich concern on similar par to his Ford unit—the works BMW-powered March Formula 2 cars clinched the European title well before its final round while his main pre-occupation, the factory-based CSLs have won four of seven rounds to secure the European G2 title at Paul Ricard last Sunday.

BMW's main interest lies with their saloon car programme. Their dynamic managing director Robert Lutz stated at the competitions department opening in February that despite any success they achieved in Formula 2, their market was with sporting saloons and the company had no intentions of entering Grand Prix racing.

The ultimate target of BMW is the World Manufacturers' Championship. Neerpasch's innovations of wings and more potent engines is not only to help them dominate European saloon car racing, but a step in their development to produce a winning "production prototype" in the hoped-for revised Manufacturers' series.

Their main worry now is what the CSI decide to do with the Manufacturers' Championship. The 3-litre prototype series this year has shown a healthy revival with works cars from Matra, Ferrari, Mirage, Alfa and Lola and its certain death at the end of 1975 seems to have been averted for at least one year. But that creates a problem in the other groups. The cars Ford and BMW are devising for Group 2 are more akin to prototypes, and both firms are anxious for a revised 1976 Manufacturers' Championship for their "production prototypes" to compete with such current models as Porsche Carreras, Panteras and Daytonas. If they stayed in G2, other firms and teams would pull out as they haven't a hope of keeping in touch with the German resources. The simple answer would seem to reorganise the currently awful European GT Championship into a series which caters for all these manufacturers, but that series doesn't include the prestigious races of the World Manufacturers' title so the works teams wouldn't be interested.

The most satisfactory answer would be to run the World Manufacturers' Championship in two distinct classes, for 3-litre prototypes with no minimum production and a separate class for the "production prototypes," which are so fast nowadays that they would not be a hindrance to the Formula 1-engined sports cars.

### our cover picture

Jack Tordoff/Phil Short on their way to third place in the Burmah Rally last weekend in their Porsche Carrera. Our report starts on page 20.

Photo: Hugh Bishop



## Redman's Pocono win but Jody takes title



Brian Redman — race win.



Jody Scheckter — champion.

Brian Redman won the penultimate round of the L&M F5000 championship at Pocono last Monday, but by finishing third Jody Scheckter clinched the lucrative championship in Sid Taylor's Lola. The South African now has 132 points to Redman's 110 with just the race at Seattle on September 30 to come.

Redman had both of the Carl Hans/Jim Hall Lola T330s to choose from over the weekend but it was the much modified car which he chose to race although he recorded identical practice times in both cars. He won the 45 lap final round the 1.8 mile Pocono circuit almost as he pleased, the margin being 14 s.

Brett Lunger had his best result of the year in Carl Hogan's Hagger Slacks Lola T330 finishing second in the final. He was shadowed by Scheckter for a long time but Jody was having pains in his neck following three practice shunts and eased off in the closing stages happy in the knowledge that third place would secure the L&M title for him.

Fourth place featured a good dice between Tony Adamowicz in the Roy Woods-run Carling Black Label Lola and Eppie Weltzes' Lola the verdict going to Adamowicz who thus scored his best result of the year. Mark Donohue was sixth and the final unlapped finisher in Roger Penske's American Motors powered Lola T330.

Peter Gethin had trouble with

blistering tyres in the works Chevron and could only finish ninth three laps in arrears. David Hobbs' appalling luck continued in the second Hogan car after being held up badly in the final, he finally went out with a blown engine.

The two heats were won by Brian Redman and Adamowicz with Lunger and Gus Hutchison (March HRE) finishing second and third to the British man and Donohue and Scheckter following the beer can special. Scheckter was leading his heat into the first corner but suffered a puncture at the second bend and lost a lap in the pits.

Tyre problems were rife over the weekend, nearly everyone suffering at one stage or another. The problem corner seemed to be the 180 degrees banked oval section which the cars were taking extremely fast. The tyres were overheating and starting to roll off the rims; some of the rims in fact were found to be faulty having been manufactured beyond the recognised tolerances.

Although Scheckter clinched the championship it was not a happy weekend. He shunted the Lola on two separate occasions damaging both ends and creasing the monocoque. He then took out Sid Taylor's back up Trojan and went off in that as well, straining his neck in the process. The Lola tweaked and creased, was made race worthy however and served its purpose well.

## March dominate Fuji

March dominated the Fuji GP sports car race last weekend, the first four places being taken by March-BMWs headed by Kurosawa from Zakal, Takahashi and Tanaka. A Chevron-FVD for Fushida was fifth and Suzuki's Lola-Hart was sixth. Vern Schuppan's GRD suffered from various problems to finish 12th.

March have been dominating this Japanese sports car series and for the next two rounds, March are running a works 73S

car for Jean-Pierre Jarier to drive. Jarier's first event in Japan will be after the American GP. Incidentally, it seems unlikely that March will be running a sports car in the South African Springbok series this year.

The Japanese ace Kurosawa will be driving an F2 March-BMW in this Sunday's complimentary championship round at the Norisring. The car comes under Brian Lewis' control and it will be run on Bridgestone tyres.

## F1 BT37 for Magee

Exuberant Irishman Damien Magee will be having his first taste of F1 power this weekend. He will be driving the ex-works/Hexagon of Highgate Brabham BT37 at Phoenix Park. The car has been bought by Tony "Monkey" Brown, the man who has sponsored Magee in F3 this year and will back the Brabham F5000 car when it is ready. The car will be painted red and yellow and after Phoenix will be sent to the Canadian and American GPs although who will drive it is uncertain—if Magee acquits himself well and can get an entry it could well be him although he said on Monday that this was by no means certain. If there is an F1 race at the final big Brands meeting in October he will drive it then, although all indications are that the feature race of this meeting will be a big F5000 race. The car will be entered by AW Brown Racing.

As well as backing Magee this year Tony Brown also ran an F1 car last year. He bought the Eifeland March 721 from Bernie Ecclestone this time last year to take to Phoenix Park for John Watson.

For Magee this is of course a big break. He started off this year with his old Palliser F3 car and after some excellent and occasionally controversial races Brown and Gerry Marshall bought him a new Brabham. He had problems with the car but showed up well at Monaco finishing third, the only British driver to feature in the race. Since then he has been waiting for the Brabham F5000 car to be completed and this should be in the very near future.

Damien Magee — F1 car.



## Andretti in F5000

Mario Andretti is almost certain to have his first F5000 race of the season at the final L&M championship round at Seattle at the end of this month. His mount will probably be the Chuck Jones owned Lola T330 which has been campaigned successfully by Australian Bobby Muir.

## Eagle tests

Dan Gurney's Eagle F5000 car turned a wheel for the first time last week with Jerry Grant at the wheel. Reports suggest that everything is working fairly well and that DSG is planning to have it raceworthy in time for the final L&M round at Seattle on September 30.

His intention is to put an F1 driver in the car for this race as it falls in between the Canadian and US GPs and if he cannot find one willing to drive, it is unlikely that the car will appear. After the Seattle race extensive testing will be carried out by Mark Donohue and Sam Posey while David Loring has also been invited to drive it.

Posey is almost certain to have a car for next year possibly in a two car works team. Anyone wishing to buy a rolling chassis will have to part with a cool 38,000 dollars or £18,000.

## CanAm changes

The SCCA announced some more modifications to the CanAm regulations last week. Starting with the Elkhart Lake round, CanAm races will consist of a qualifying heat race and a final. One-third of the total prize money goes to the heat and the balance to the final. At Elkhart the heat and final were equal length affairs, but the three remaining races will be split into a 75-mile heat and a 125-mile final.

This is just a refinement of the two-heat system that was instituted at the outset of this year's CanAm season and it is all aimed at bringing back some sort of competition to the flagging Group 7 Championship. But all of this may be too late for it seems that next year will find no Bobby Rinzier/RC Cola team, nor a Penske Porsche-Rinzler. Is finding the turbo Porsches much too expensive to run and is already looking seriously at Formula 5000 while the Porsche-Audi factory support and backing for Mark Donohue's car seem to be in doubt for 1974. There seems also to be some dissatisfaction in the UOP camp, for the Shadow effort of this season has been a very frustrating one to date. If these three teams do fall by the wayside, the 1974 CanAm will be a very different and weaker animal than even now.

The pre-season discussions of a new formula catering the 3-litre racing engines and 5-litre production-based engines are being raised once again and most people in and around the CanAm are accepting that this change will come about for 1975.

● Ladbrokes' odds for the Italian GP at the beginning of this week were: Ronnie Peterson, 11-4; Emerson Fittipaldi and Jackie Stewart, 3-1; Peter Revson, 11-2; Arturo Merzario, 8-1; François Cevert, 9-1; Denny Hulme and Jacky Ickx, 10-1; James Hunt, 12-1.



## Pit and Paddock

# F5000 association formed

The expected announcement of an F5000 Association came early this week. The newly formed association will be known as Formula 5000 Europe and will represent the interests of leading participants in European F5000 racing.

Membership is open to regular entrants and entrant/drivers and to race sponsors and promoters associated with no less than six European F5000 championship races per year. The idea of letting all the interested parties in is so that all arguments can be conducted in private and not through the pages of the press.

The objects of the association are to provide members with appropriate representation in discussions with motor racing's

governing bodies, technical committees, circuit owners and race organisers and to formulate race and practice standards and procedures appropriate to the greatly increased stature, performance and reliability of the Formula.

At a recent inaugural meeting of F5000 Europe John Webb was elected president. An executive committee was formed under the chairmanship of Graham White who will have special race-day responsibilities for liaison with organisers. Also elected were Jackie Epstein, responsible for technical problems, Guy Edwards (overseas circuit reconnaissance), John Thorburn (treasurer), Alan Brodie, Richard Butler (Rothmans) and Ann Bradshaw (secretary).

During the first meeting Tom

Belso and Gijs van Lennep reported reassuringly on circuit arrangements for the forthcoming championship races at Jyllandsring and Zandvoort. Preference was expressed for clutch as opposed to rolling starts in future and agreement was reached on methods of selecting entries for races with small capacity grids. It was also reported that the FIA are being asked to approve F5000 as from 1974.

Consideration is currently being given to proposals to offer associate membership to constructors, drivers, sponsors, trade, etc, so that they may participate in discussions and receive regular information bulletins. Further details will be announced in November.

## Warner's comment

On his return from Japan at the beginning of this week Mike Warner commented on our Surtees-GRD merger story. He said "I was at a meeting in London with Denys Dobbie and he wanted to go and see John Surtees about their mutual interests and invited me to go along with him. Denys and I share many interests and it seemed logical that Surtees might share some of them."

Warner returned from Japan on Tuesday morning after a hectic and rather disappointing trip to Fuji with the DART sports car. The troubles started when Dave Walker had his road accident just 12 hours before he was due to fly to Japan. After much hectic phoning with the help of DART consultant Andrew Ferguson, he finally traced Vern Schuppan who arrived never having driven the car or on the Fuji circuit which was to be used. After many customs hassles he finally got in a few laps of practice. An electrical fault on the grid of the first heat caused him to start five laps late but he carved his way up to 14th. For the second heat the problem could not be cured and so Schuppan was push-started from the back row of the grid and worked his way through the 28 cars up to eighth, taking 12th overall. Warner was extremely impressed with the Australian's aggressive driving and comments on the car and it is almost certain that he will drive in the second Fuji event in October. Schuppan received the "Best Rookie Trophy" for his performance. While March secured race winner Kurosawa to come and race F2, Warner signed Chevron sports car man Takahara to drive the DART F2 at either Vallelunga or Estoril having been extremely impressed with his driving.

## Perkins wins in Sweden



Larry Perkins — Knutstorp win.

Larry Perkins scored his first F3 win with his works supported Brabham-Novamotor BT41 at Knutstorp in Sweden last Sunday. He finished third in the first heat behind Nakan Dalqvist (Merlyn) and Ulf Svensson (Brabham) but won the second and took overall honours as neither Dalqvist or Svensson finished.

The two heats were run over 12 laps of the 1.3 mile circuit. Practice was held in the wet

but it was dry for the race and Perkins moved up from his seventh place on the grid to take third with Conny Andersson (March), Randy Lewis (Brabham) and Jac Nellerman (GRD) completing the first six.

Dalqvist and Svensson had a coming together early on in the second heat leaving Perkins to win from Andersson, Lewis, Nellerman, Alriksson and Lungfeldt.

Overall Andersson and Lewis were second and third behind Perkins who took a full second off the lap record in the second heat.

The previous week at the Jyllandsring in Denmark the BT41 scored another win; this time it was Randy Lewis's Wrangler car which took overall victory from Jac Nellerman's GRD and Ulf Svensson's Brabham. The race was run in three six lap heats with Conny Andersson winning the first from Lewis, Nellerman and Svensson. In the second Lewis won from Nellerman and Svensson while Andersson, who jumped the start was seventh. Nellerman won the third heat from Lewis, Svensson and Andersson.

## MRD news

Although Motor Racing Developments are pressing ahead with all their prototype Brabham models for customer sales next year Bernie Ecclestone has indicated that he may close down the customer side for next year and just run his F1 team.

No definite decision has been taken yet about whether to close the customer side or not. There is always the chance that Ecclestone would lease the production rights to somebody else but he said "I'd emigrate to Japan if I thought it was worth it."

The newest Brabham to be built is the F5000 car which is destined for Damien Magee and this now has its engine and gearbox, and is just awaiting a few bits and pieces before being completed. No date is scheduled for its first race as yet.

Asked whether the strong rumour last week that Emerson Fittipaldi had signed for Brabham next year to run alongside brother Wilson, Ecclestone said "I wish he had." He confirmed that he had talked with Marlboro about sponsorship for next year but said "I think that money is going to America."

## Formula B win for Bill Brack

Supporting the Elkhart CanAm was the only professional Formula B race of the year in the United States. The entry consisted largely of the same Americans who have been running the Players Canadian Championship with the addition of a few SCCA regional competitors. But it was Canadian Champion Bill Brack who won the race in dominating style. Brack led from start to finish from his pole position and broke Bill Gubelmann's three-year-old record by over 2 s in the process. Only Bertil Roos could offer any challenge to Brack, the Fred Opert-entered Swedish Super Vee star eventually finishing some 6 s down after getting to within 3½ s of Brack just beyond the halfway mark of the 20-lap race.

Brack was driving the same ex-Dave Walker Lotus 59 that he

has used all season, and for Elkhart he tried the car on narrow, 8 and 10 inch F3 rubber. Brack was immediately faster than anybody with the Lotus in this guise, using the same carburetted 1972 Hart engine which he has run all year.

Roos got by Tom Klausier's ex-Rondelet Brabham BT38 during the third lap and then gradually closed on Brack's 6 s margin. But the Canadian never let the Swede get closer than 3 s and pulled away in the final laps. Mike Hall (Brabham-Hart BT40) also got by Klausier for a good third, while Mike Eyerly made a return to FB with a Falconer-bodied March 722 and finished close behind Klausier in fifth. Alan Lader was not at Elkhart after his Brabham shunted badly the previous week at Mosport.

Bill Brack on his way to victory in the modified ex-Dave Walker Lotus 59.





# Sunday Racing

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## Charlton wins again

Although Eddie Keizan led across the line at the end of the False Bay 100 at Cape Town, South Africa, Dave Charlton was the winner due to the fact that Keizan had been penalised one minute for jumping the start. Keizan, however, finished in second position and was followed by his team mate Nola Nieman in the Surtees TS9.

Due to various dramas before official practice neither Charlton nor Nieman took part in the practice and had to start from the rear of the grid. Charlton's Lotus 72D had brake problems after the front brakes had stayed on during unofficial practice, while Nieman went flying off the circuit at Quarry Corner, doing a fair amount of damage to his car. Keizan also provided some excitement during untimed practice and dented the tub of the Tyrrell.

The front row of the grid comprised Keizan and John McNicol in the Lucky Strike Racing March 721 with the two Team Gunston Formula 2 cars of Ian Scheckter and John Love on the second row. All four drivers were penalised for jumping the start as they allowed their cars to roll over their start lines before the flag actually dropped. In fact the starter appeared to hold the flag up somewhat longer than normal.

As the field sped into Quarry Corner Keizan led from McNicol, Scheckter, Love and Pretorius in his Brabham BT38. Charlton was already sixth and by lap two was past Pretorius and Love and trying to get by Scheckter, who was not making it easy for him. In fact Scheckter was right up with McNicol and doing all he could to get past the March. By lap four Charlton had managed to force his way into second place and Scheckter was third, ahead of McNicol, but Charlton was now about 10 seconds behind the leader.

As the field went into the fifth lap, McNicol tried to outbrake Scheckter, going into Hoal's Hoek, got a little sideways, and both cars touched, spinning off. They got going almost immediately, Scheckter having dropped to seventh place, but within a half a lap, the March burst into flames and McNicol managed to stop it at a fire-fighting post where the fire was extinguished, but his race was run. Nieman was in the meantime unobtrusively working his way through the field, but on lap seven Ian Scheckter passed him. He was being harried by Jackie Pretorius as well. The main interest at this stage centred on Scheckter's struggle to regain his lost position, and a dice taking place

at the rear of the field between Guy Tunmer and T. Martin in Formula 2 cars and Peter Haller in a Surtees TS5A. Eventually Tunmer managed to pull away, but the other two stayed in close company. In the meantime Paddy Driver was not having things his own way for John Love had a four second lead on him and Scheckter was closing fast at the rate of about one second per lap. The gap at the front was remaining constant at 10 seconds, until the leaders had to lap the tail enders, when Charlton reduced the gap to six seconds.

Scheckter nipped past Driver's McLaren M10B going into Damps Dip and was then four seconds behind team mate Love. Martin and Haller were still very close together, too close in fact, for as they accelerated out of Quarry Corner towards Damps Dip, Martin for some inexplicable reason collided with the rear of Haller's F5000, rupturing the oil tank so that the circuit in that area was covered with a thick layer of oil. Fortunately Haller stopped just out of Damps Dip, but it took the marshals many laps to clean up the mess and they used an excessive amount of cement, making conditions very dangerous from a visibility point of view. Lap times slowed quite dramatically while this was going on and Scheckter slipped past Love, while at the head of the field, Charlton closed the gap on Keizan. Martin in the meantime, the cause of the problem, continued racing with the front bodywork of his car somewhat deranged. The race was now about half distance and Charlton took the lead. The two Gunston cars at this stage were pulling away from Driver who had Nieman, now growing accustomed to the Surtees, closing on him.

On lap 30 Nieman passed Driver and it was noticed that Keizan was closing on Charlton as the track dried out. Charlton then waved Keizan past once he got the message from his pit that a penalty was being applied to the Tyrrell driver, but he never allowed Keizan to get out of sight, ensuring that he was well within that minute right up to the end of the race. In the closing stages Nieman caught and passed John Love which moved him to fourth place on the road, but third actually as Scheckter also had a one minute penalty against him. The False Bay 100 was probably one of the best championship races seen at Cape Town for many years, but it was a great pity that it was marred by a fluff start.

## BRIEFLY...

● Emerson Fittipaldi had a strange honour bestowed upon him in Switzerland last week. A circus visiting Geneva suddenly found themselves with three brand new Tiger cubs (a rare occurrence in captivity our resident zoologist tells us), and to celebrate the occasion Emerson was named as Godfather to the animals. Obviously an offer he couldn't refuse!

● The Erwin Kremer prepared Porsche Carreras scored a 1-2 victory in the Monza 6-hour European GT championship event last Sunday. The race was won by Clemens Schickentanz/Paul Keller by 0.2 s from team boss Erwin Kremer and Jurgen Neuhaus. The Carrera of Claude Haldi/Bernard Cheneviere led the race for over five hours before retiring. Third was the Carrera of Gallo/"Gero" one lap down while championship leader Claude Ballot-Lena was fifth 11 laps behind.

● Luciano Pederzani has indicated that he hopes to continue in F1 next year, supplying engines to a British manufacturer. Quite who he has in mind is uncertain as his reputation as an engine builder this year has taken an almighty dive to say the least. Somebody suggested at the Austrian GP that Chris Amon would be lucky if he could keep up with the pace car, he had so little power available. Whatever happens there seems to be no way that Martini, David Yorke, Chris Amon or anyone else connected with the F1 project this year will ever want to go near Bologna again. The Tecno engines next year will probably be all flat 8s in both 2- and 3-litre forms for F1 and sports car use.

● A new Challenge Trophy is being competed for at Phoenix Park in Dublin this weekend for the first time. Ten Clubmans Formula cars from England will be competing against 10 from Ireland for the Shell Challenge Trophy. The Irish Clubmans scene is rapidly expanding, the latest convert is Eddie Regan who has bought one of Andy Diamond's Gryphons, and this Challenge Trophy will be the first of many.

● One hundred girls were present at Brands Hatch last Saturday during one of Motor Racing Stables special race days. They all had races in the Shell Sport Escort Mexicos and in 100 car starts there was only one scratched car—this was an almighty scratch and bend however. Overall winner was a bird by the name of Maggie Anderson, while "Olinka" was second and John Webb's secretary Angela Kearns third. Fiona Richmond, the bird responsible for the Good Men Guide in Men Only, obviously learned little from her recent spell with the McLaren F1 team; she was last.

The prizes were presented by TV actor Gerald Harper, current star of Hadleigh and formerly Adam Adamant, who was practising for this weekend's celebrity race.

● The F2 Championship circus moves to the Norisring this weekend. It is not expected to attract a big entry but among those expected to be present are the Motuls of Tim Schenken, Henri Pescarolo, Bob Wollek, Jean-Pierre Jaussaud, Tom Pryce and the GRDs of Hiroshi Kazato, Brendan McInerney, Reine Wisell and Sten Gunnarsson. Vittorio Brambilla is also likely to be present in his March-BMW plus a number of Swiss and German amateurs. An interesting entry is that of Japanese sports car ace Kurosawa in one of the Brian Lewis Racing March-BMWs on Bridgestone tyres.

● Tim Schenken might have finished third in his first ever 2-litre sports car championship round last Sunday at the Nürburgring but he had little reason to be his usual sharp Australian self. He was awakened at 4 am on race morning by the sound of his road going Porsche Carrera being driven away by an intruder from his hotel. The police finally found it mud splattered in a ditch. Having informed Tim of its position they returned to recover the vehicle only to find that somebody had nicked it from the ditch!

● The Aston Martin V8 has undergone some modifications. By far the most important of these is the substitution of four Weber twin-choke carburettors for the former fuel injection. There were several reasons for this change, notably ease of servicing in remote places and the meeting of pollution requirements.

The 5340 cc engine has had its water flow increased in conjunction with a new radiator and oil cooling has also been improved, both the engine and the optional automatic transmission now having new radiators, with greater oil flow. Better sound insulation is featured, a new fuel tank allows more luggage space and the rear extractor ventilator has an aerodynamic spoiler. The price is £9,592.91.

● This weekend is Oulton Park's big Gold Cup meeting. But keep a note of Ford Sport day at the same circuit on September 22 in which there will be a Sparks Mexico Celebrity race in which famous sportsmen will be competing in 16 identical cars for £1500 in prize money, all of which is promised to Sparks.

Among those taking part in the Manchester Evening News-backed event are Henry Cooper, Mick McManus, Richard Meade, Phil Read and Brian Close. The day out will also include a spectacular sky-diving team of free-fall parachutists, the ascent of a hot-air balloon, a demonstration by the run-flat Denovo tyre by Dunlop, and special competitions and displays. Among the other races are rounds in the BP Formula Atlantic, BOC FF, and Motorcraft Mexico championships, a handicap special saloon race and other celebrity events. ● John Hogan, PR man for Rondel Racing for the past couple of years, started work for Marlboro on the marketing side this week.

● Clubmans Formula star Noel Stanbury is currently out of racing due to losing his road licence. He should be back at the wheel of the works Gryphon in October.

● Mick Hill "scored my best win of the year" last Sunday when his wife Pam gave birth to a baby daughter. Congratulations.



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## Italian GP on Sunday

The Italian Grand Prix takes place this weekend at Monza and once again promises to be the closest race of the year. So many cars have been so close in non-slipstreaming races this year, the prospect of Monza is a thrilling event even with the chicanes which first appeared last year.

Jackie Stewart has only to finish third or higher to clinch his third world championship and the prospects of him doing this at Monza must be high. Generally acknowledged as the fastest cars in a straight line this year have been the Yardley McLaren M23 and Denny Hulme and Peter Revson will undoubtedly be leading contenders as of course will be the JPSs of Emerson Fittipaldi and Ronnie Peterson, the latter probably being the fastest driver around at the moment. Francois Cevert will of course be in the second Tyrrell and if he has an "on day" should be amongst the leaders. Monza could be just the circuit for Tyrrell to use their chisel-nosed, side-radiated 005 in a bid for extra straight-line speed.

Carlos Pace has shown superb form in the Surtees TS14 recently and if his luck continues he can expect another high placing. Team-mate Mike Hailwood is also something of a Monza

specialist and is long overdue for a good result. The Brabhams of Carlos Reutemann, Wilson Fittipaldi and Rolf Stommelen can be expected to show well while the BRM team had an encouraging result in Austria and with Niki Lauda rejoining Clay Regazzoni and Jean-Pierre Beltoise they will be looking for more championship points. Ferrari is as usual something of a mystery but it looks likely that Jacky Ickx may well drive again in Italy following the car's obvious improvement in the hands of Arturo Merzario in Austria. The Hesketh's team development work on straight line performance should show up well at Monza and James Hunt must be in with a strong chance. Other Marches will be handled by David Purley and Mike Beuttler. Tecno are taking both their cars but whether Chris Amon or Vittorio Brambilla will drive is still uncertain. Frank Williams will have his usual Iso-Marlboros for Howden Ganley and Gijs van Lennep while Rikki von Opel will again be in the Ensign. Graham Hill had his best GP result of the year at Monza in 1972 and will be hoping for a repeat in the Embassy Shadow. The works cars of Jack Oliver and George Follmer will be present as usual.

## BMW coming to TT

BMW Motorsport GmbH have entered two works 3.5 CSLs for Chris Amon/Hans Stuck and Toine Hezemans/Dieter Quester on the Tourist Trophy at Silverstone on September 23. The meeting is Britain's only round in the European Touring Car Championship and with Jarama's cancellation, it becomes the final round in the series which BMW have already clinched and Hezemans has taken the drivers' title. The two works BMWs—the first time they have been seen in

Britain—will be joined by an Alpina CSL for Brian Muir and other lightweight CSL entries are possible additions to the already packed list.

Ford will be making a concerted effort with their Capris at this race, entering three cars for Jochen Mass, Dieter Glemser, John Fitzpatrick and Gerard Larrousse. Also entered is Frank Gardner's 7-litre SCA Freight Camaro which will have its first confrontation with the German opposition.

## New FF constructor

Joining the ranks of Formula Ford constructors are Konig Heath Engineering, the parts manufacturers of that hive of motor sport, 63 North Street, Clapham. The sixth car left the premises last Monday to join the other examples in the United States.

The car, known in the States as a Winkelman, was designed by Len Wilmhurst, formerly of Palliser fame, and he describes the new car as a development of the Palliser. It is of conventional construction with fully rose-jointed suspension, double unequal length wishbones at the front, and lower wishbones with top link and radius rods at the rear. Armstrong adjustable dampers are fitted all round.

The wheelbase is 91 in, while track at the front is 52 in, the rear being 2 in wider at 54 in. Weight is down to the minimum, with outboard front Girling brakes, rear brakes being in-board or outboard to customer's requirements. To keep down the cost, the car carries a conventional front radiator. Ride height

is a low 3½ in at the front and ½ in higher at the rear. The bodywork is two-piece fibreglass made by Marchant and Rose.

Of the cars already built, one is currently enjoying success in the hands of Bob Young, last year's Mid West FF champion in a Hawke. He has been on pole for every race started, although has yet to score a win. Mike Lokan, FV champion for the same area, came through from the back row of the grid to fifth in his first race in the car. Two cars will probably be built for this country before the end of the year, while plans are also on their way for a monocoque Formula SuperVee car, and enquiries have been made about an F3 car. Their name in this country is undecided, but it could see the name of Nomad revived, last used on the sports car built by Ian Heath and Mark Konig, directors of Konig Heath. A considerable plus for customers is that the company already make wishbones, etc, for other FF constructors, and are thus well placed for both specs and development.

### Championship positions

**Mathematics European F5000 Championship:** 1. Teddy Pilette 53 pts; 2. Brett Lunger 45; 3. Tony Dean 34; 4. Steve Thompson 28; 5. Tom Gault 25; 6. Martin Holland 24.

**Charles Heidsieck Challenge (based on practice times, UK and Ireland):** 1. Keith Holland, 45 pts; 2. Brett Lunger, 26; 3. Peter Gethin, 22; 4. Gys van Lennep, 24; 5. Graham McRae, Tony Dean, 21.

**Lombard North Central F3 Championship:** 1. Tony Brise, 27 pts; 2. Russell Wood, Richard Roberts, 26; 4. Alan Jones, Leonard Friedreich, 22; 4. Mike Woods, 21.

**BP Formula Atlantic Championship:** 1. David Purley, 35 pts; 2. John Nicholson, 33; 3. Colin Vandervell, 40; 4. Tom Pryce, 32; 5. Ken Baily, 29; 6. Syd Williams, Geoff Friesen, 19.

**STP Production Sports Car Championship, up to 11200 cc:** 1. Geoff Tim, 129 pts; 2. Terry Mathew, 37; 3. Andrew Chubb, 32.

**11200-11425 cc:** 1. Shaun Jackson, 120 pts; 2. Ron Hopkinson, 30; 3. John Targitt, 18.

**11425-11600 cc:** 1. Roger Smith, 60 pts; 2. Malcolm Wayne, 59; 3. Julian Stock, 52.

**Over 11600 cc:** 1. Nick Faure, 117 pts; 2. John de Stefano, 54; 3. Chris Meek, 30.

**Tarmac British Racing Championship:** 1. Frank Gardner, 46 pts; 2. Colin Vandervell, 37; 3. Russell Wood, 32; 4. Peter Gethin, 31; 5. Steve Thompson, 29; 6. John Nicholson, 29.

**British Oxygen Golden Helmet Formula Ford Championship:** 1. Donald MacLeod, 65 pts; 2. Derek Lawrence, 63; 3. Bob Arnold, 58; 4. Syd Fox, 21; 5. Dick Parsons, 18; 6. Frank Hopper, 16.

**MCD Special Saloon Car Championship up to 850 cc:** 1. Neil Dineen, 78 pts; 2. Alan King, 68; 3. Trevor Willocks, 24; 4.

Norman Bowers, 15; 5. Peter Day, Roger Mathews, 10.

**851-1000 cc:** 1. Alex Clacher, 64 pts; 2. Ray Edge, 49; 3. Peter Benjamin, 33.

**1001-1300 cc:** 1. Bernard Bird, 30 pts; 2. John Chappel, 27; 3. Bob Jones, David Conway, 25.

**Over 1300 cc:** 1. Tony Supdan, 78 pts; 2. Dave Millington, 39; 3. Tony Mann, 37.

**Castrol Production Saloon Car Championship up to 1800 cc:** 1. Eric Horsfield, 49 pts; 2. Tony Lanfranchi, 40; 3. John Warlen, 29; 4. Tony Stubbs, 20; 5. John Webb, Simon Watson, 9.

**1800-11050 cc:** 1. Ivan Outton, 59 pts; 2. Denis Russell, 23; 3. John Lyon, 18; 4. Simon Kirby, Mac Ross, 11.

**11050-11500 cc:** 1. Bernard Gault, 52 pts; 2. Tim Stock, 40; 3. Barrie Williams, 29.

**Over 11500 cc:** 1. Tony Lanfranchi, 46 pts; 2. Richard Lloyd, 28; 3. Gordon Spies, 18.

**Townsend Thomson Formula Ford Challenge:** 1. Frank Stoppel, and Rob Wilken, 29 pts; 2. Richard Morgan, 30; 3. Will Ait, 20; 4. Bob Arnold, 18; 4. Howard Drake, 14.

**Kent Messenger Saloon Car Challenge:** 1. Ray Calvert, 48 pts; 2. Terry Atcoe, 42; 3. John Homewood, 23; 4. John Walsh, 24; 5. Ryan Lee, 15; 6. Roger Saunders, 11.

**Shellport/Groger Grant Clubman's Formula Championship up to 1000 cc:** 1. Peter Cooke, 34 pts; 2. Derek Walker, 30; 3. Martin White, 24; 4. Martin Young, 21; 5. Peter Froude, 17; 6. Craighton Brown, 15.

**1001-1600 cc:** 1. Richard Mallock, 44 pts; 2. Vernon Davies, 22; 3. Rob Cochran, 18.

**National Monoposto Championship:** 1. Brian Jordan, 105 pts; 2. Alan Ballis, 101; 3. Trevor Scarsell, 77; 4. John Boughen, 76; 5. Brian Toft, 59; 6. Bruce West, 37.

### CATCHPOLE

By Barry Foley

THE 'WHO MOVES TO WHERE' RUMOURS HAVE STARTED EARLY THIS YEAR. SO FAR I'VE HEARD.....



... THAT HAILWOOD'S GOING TO FERRARI... THAT 'EMMO' IS GOING TO BRABHAM....



... THAT ICKX IS GOING TO LOTUS... THAT REVVY IS GOING TO EAGLE... THAT MARLBORO...



ARE GOING BRABHAM... AND THAT MARCA AND BRM ARE GOING TO POT.





# All your weekend sport

## F5000 battle at OULTON PARK GOLD CUP



The 20th running of the North's biggest motor race, the Oulton Park Gold Cup, takes place this Sunday—the first time this annual classic has been held on Sunday. It's the first time also that the Gold Cup has been held for Formula 5000 cars alone, the 27 lap, 75 mile race being a round in the exciting Rothmans European Formula 5000 Championship. In its history the Gold Cup—organised for all but one year by the Mid Cheshire MRC—has been run for Formula 1, Formula 3 and sports cars and from its introduction in 1954 when Stirling Moss' Maserati 250F won the 99 mile F1 event at 83.48 mph, speeds have continually risen to the heights of a 115.17 mph average achieved by Denny Hulme's winning McLaren last year.



Teddy Pilette. Peter Gethin.

Four rounds remain in this year's Rothmans Championship after Oulton Park, so Sunday's race could be a vital turning point with a mere four points separating the top three points-scorers. Leading the table is Belgian Teddy Pilette, whose Chevron B24 has 88 points to Brett Lunger's 85 and Tony Dean's 84. Pilette won the last F5000 round at Oulton in May, but he's going to be hard-pushed to repeat that with the hard-charging American Brett Lunger anxious to score a win in Sid Taylor's Trojan and Tony Dean racing on home ground with his Chevron B24. Shortage of engines in the works Chevron camp has prevented last minute testing for Peter Gethin's B24, but Atlantic-commuter Gethin will be at Oulton out to make up for his last-minute retirement at Brands on August Monday when he was well in the lead. Other top Chevron pilots are Steve Thompson whose B24 is a close fourth with 78 points in the series and sports car ace Chris Craft.

Locally-based Chevrons are up against strong opposition from



Brett Lunger. Bob Evans.

Lola and Trojan. Lunger heads the Trojan four car line-up, but Keith Holland and Bob Evans have proved strong contenders in 5000 this season and put in impressive performances at the last Oulton 5000 race. Willie Green goes better on each outing with the Hexagon Trojan too.

Lolas have a strong representation of burly T330s including Guy Edwards, Ray Allen (deputising for Italian GP pilot Gils van Lennep) Tom Belso, Clive Santo, Ian Ashley, Trevor Twaites and possibly Vern Schuppan in Sid Taylor's car. Graham McRae's works Iberia McRae could produce a surprise result, depending on the engine situation, while other leading entries in the large field of F5000s are Clive Baker's March, Richard Knight or Kaye Griffiths in the Kitchmac, Brian Robinson's McLaren M19 and Allan Kayes' McLaren M14.

Sunday's Rothmans Gold Cup promises to be a fast and furious race and Hulme's outright record of 117.76 mph could well take a battering in the 27 lap event.

### Atlantic cliff-hanger

Chief supporting race to the F5000 event, is the final round in the Yellow Pages Formula Atlantic Championship which is being currently led by New Zealander John Nicholson whose impressive Lynx has 68 points. With much money and prestige at stake, this final round over 20 laps promises to be a thrilling race as March drivers Colin Vandervell and David Purley have a good chance of taking the title away from Nicholson. Vandervell having 62 points and Purley with 50 and double points are awarded at Oulton. But there's plenty of other opposition to challenge this trio, including local man Cyd Williams in the Eden Brabham BT40, the Marches of Geoff Friwell, Ray Mallock, Stephen Choularton, Jas Patterson, Ken Bailey and Stan Matthews, Bev Bond's GRD and Peter Wandle's Surtees.

### Historic entertainment

The meeting also signifies the first appearance of the exotic JCB Historic contenders at the Cheshire circuit and the entry is truly superb. Championship leader Neil Corner (Grand Prix Aston DBR4) faces strong opposition from Willie Green's Maserati 250F, John Roberts' Lotus 18, the rapid Lister-Jaguars of Richard Bond, John Harper, Anthony Hutton, Gordon Lee,

Nick Faure and Chris Drake, the D-type Jaguars of Willie Eckerslyke and Martin Morris, Ray Potter's Syracuse Connaught, Tony Walker's Maserati 300Si, Colin Crabbe's Birdcage Maserati and Hon John Fellowes' Maserati 450S. The up to 2 litre class should be well contested too, with the Cooper-Bristols of Pilkington, Simpson and van Rossem taking on a host of sports cars. The JCB Historic race takes place after the Gold Cup and is 10 laps.

### French invasion

The works Alpine-Renault team of Michel Leclerc and Alain Serpagal, the BP Martini team of Jacques Laffite and Jean-Pierre Paoli, and French F3 ace Pierre-François Rousselot in the Elf March join the top British drivers in the 15 lap Lombard North Central Formula 3 Championship race which takes place on the Saturday at 2.55 pm, in between the various practice sessions for Sunday's racing. The Championship—with two rounds left—is led by Tony Brise with 37 points to Russell Wood's 29 and Richard Roberts' 28, with Alan Jones and Leonal Friedrich holding joint fourth with 22 points. The Marches of Brise, Wood, Roberts and Friedrich and Jones' GRD are all on the Oulton line-up, as are more Marches for Ian Taylor, Masami Kuwashima, Mike Wilds, Mo Harness, Jose Santo and Matt Spitzley, the GRDs of Pedro Passadore and Tony Rouff, the Brabhams of Larry Perkins and Randy Lewis and Bernard Vermilio's Merlyn.

### Clubmen's starter

Although many clubmen's sports competitors are occupied at Phoenix Park, Sunday's Shell-Gregor Grant qualifier includes championship leader Richard Mallock, Frank Sytner, Mike Sales, Barry Foley, Peter Cooke and Derek Walker. Concluding the racing is a non-championship special saloon race headed by local Mini men John Chappel and Robin Farquhar.

### The programme

As well as the 15 lap Lombard F3 race, Saturday includes practice from 9 am to 6.20 pm with two Gold Cup F5000 practices from 10.20 am to 11.5 am and 4.15 pm to 5 pm. Sunday's racing starts with the clubmen's race (10 laps) at 2 pm followed by Atlantics (20 laps) at 2.45 pm, the Gold Cup (27 laps) at 3.35 pm, the historics (10 laps) at 4.40 pm and the saloon race (10 laps) at 5.30 pm.

### How to get there

Oulton Park is situated to the north-east of Tarporley in Cheshire. The nearest main road is the A49 Whitchurch-Warrington road and the circuit is within close reach of the M6 at junction 19 from the north and 18 from the south. More details from the circuit at Little Budworth (STD 082-921) 301.

## BRANDS HATCH

Disc jockey fun and games promise to make Sunday's Dee Jay and Radio Monthly race meeting something very special. Topping the bill will be the celebrity challenge race which features Radio 1 personalities Tony Blackburn, Noel Edmonds, Dave Lee Travis, Johnny Walker, Emperor Rosko, Steve Jones, David Simmons, David Hamilton and Johnny Moran in the DJ team against a team from Dee Jay and Radio Monthly which includes Dave Munden and Len Hawkes of the Tremeloes, Clive Scott and another member of the Jigsaw group, jazz man Ronnie Scott and many other stars. All the drivers will be in ShellSport Mexicos in this 8-lap attraction and Radio Luxembourg DJ Paul Burnett will be one of the commentators for the race. The starts will be making visits to the Radio 1 Road show caravan which will be making a special trip to Brands, parked by the circuit's main grandstand.

The serious racing comprises two Britax production saloons, a Blue Circle mod sports, Castrol/MN sports GT and Super Vee championship rounds as well as a Louisa Cree Trophy FF event. Four Camaros for Richard Lloyd, John Olding, Les Easton and Terry Halls head the Big Britax race with Roger Bell's BMW while Bernard Unett's Hunter and Denis Thorne's Firenze are favourites for the other saloon race. Pearson's XK120, Meachem's E-type, Fletcher's Eian and Jarvis' Davrian head the mod sports event and John Markey's Lotus 30 is favourite for GT honours.

After morning practice, the first of eight races starts at 2.15 pm with the Celebrity race scheduled for 3.05 pm.

## SILVERSTONE

A 15-lap Forward Trust Formula 3 Championship race is the major attraction of Sunday's Silverstone Patrick Motors Group championship meeting and the 15-lap race boasts a huge entry including Brise, Wood, Kuwashima, Harness, Friedrich, Roberts, Taylor, Buzaglio, Rouff and Lewis. The large capacity Forward Trust special saloon race should see a good battle with entries including Hawker's Capri-DFV, Strawson's Boss Capri, Cutting's Escort Martin, Turner's Escort-BRM, Marshall's Firenze, Elton's Falcon, Hazelwood's Dai-Rover 55 and Longman's Mini. There's a good quantity of small special saloons too, including Payne and McHardy in Imps, Saunderson's Mini and Taylor and Long in Anglias. Brian Hough's Tuscan and Phillips' Corvette head the mod sports race while a full Wella FF entry includes Ted Wentz, Richard Eyre, Mike Young, Roger Manning, Stephen South and Roger Orgee. The well-supported seven race programme also includes a Vee championship round and the racing starts at 3 pm.

Continued on page 37



## Silverstone challenge

I note that Mr Stanley includes Silverstone in his catalogue of circuits which, at any rate by inference, he feels is content with second best and suffers from hardening of the mental arteries. The question of who is suffering from what, is of course a matter of opinion. A fact is that Silverstone remains eager, as always, to adopt without hesitation any improvement in the field of safety which is (a) demonstrably superior on all counts to that which exists at present and (b) approved by the governing body.

We cannot adopt unapproved improvements, no matter how vehemently their merits are proclaimed by their protagonists. But we know there is always scope for improvement, and we are confident that in seeking it the governing body will not ignore the practical experience of our Fire and Rescue organisation which, this year alone, has successfully extinguished quite a number of real fires and rescued quite a number of drivers trapped after real accidents.

When Louis Stanley's group demonstrated (at Silverstone) some of the work which forms the basis of his recommendations, I told him I would be happy to see a competition which I believed would show that a Phil Morom team using our normal equipment could put fires out quicker, and release trapped drivers quicker, than any team with any equipment which Louis Stanley could muster. This friendly challenge still stands, although Louis knows as well as I do how difficult it is to stage realistic demonstrations. He also knows that I have a very genuine respect for what he is trying to achieve.

PETER C. T. CLARK,  
(Chairman, Silverstone  
Circuits Ltd).

SILVERSTONE, TOWCESTER.

## G1 popularity

Having read the correspondence in your magazine over the past few weeks concerning the proposed classes in Group 1 next year with a great deal of interest we thought that it was about time that someone other than the current "Camaro Crowd" put pen to paper.

Being concerned with the Norman Reeves/FADS Homecare Centres Ford Capri which Tony Shaw drives, one wonders why a restriction may be put on the engine size of cars for next year. Without a doubt everyone concerned with Group 1 this year has contributed to its immense popularity with everyone concerned, especially the paying public. To exclude the over 4 litre cars in 1974 will rob the class of some of its attraction to the paying public. Richard Lloyd and Stuart Graham always present immaculately prepared Camaros, as do the others, and the paying public like nothing more than to see Tony Lanfranchi and Roger Bell with their BMWs and Gordon Spice with his ultra rapid Capri get among them, as they do quite frequently.

Why spoil a perfectly good and very popular class of racing by banning one particular make of car just because it is successful? If you want to beat them join them. We have already seen a "Set up" Group 1 race which was won by the wrong make of car. With the three classes that are already suggested, add another for 4-litre and above cars to accommodate the Camaros in 1974. Also if there are a large number of entries divide the race into to separate ones as this year, and let's not have any of this suggested "seeding of entries" nonsense either—otherwise a number of people might find themselves having spent a great deal of money preparing a car and no hope of getting an entry. The paying public like this class of racing—let them have it, as they keep the money coming in through the gates.

Keep the Camaros in Group 1 next year—we don't mind—our cars will still be fitted out with binoculars so that our drivers don't lose sight of them.

ANDOVER, HAMPSHIRE. RICHARD SPEARMAN,  
(Hampshire Automobile  
Racing Team).

## Rear-engined dragsters

Having read the Tune-In feature in August 23 issue of AUTOSPORT whereby Bob Constantinos reviewed John Woolfe Racing and its activities, I feel I must write about a mindless section of the report which dealt with the choice of front-engined dragsters, usually known as slingshots, in preference to rear-engined dragsters.

The article endorsed the Priddle-Woolfe-Shell-Luxembourg team's belief that a front-engined dragster using similar equipment to a rear-engined dragster will usually perform the better of the two. The article further suggested that rear-engined dragsters are an American innovation which represents something of a fashion change and little else.

One only has to take a cursory glance at the experiences of Don Garlits to know that rear-engined dragsters are superseding slingshots in the States for sound driver safety reasons. It has been apparent in the States for some time that if a driver drags often enough and long enough in a slingshot machine it will gradually mutilate the driver. Garlits is the most experienced and most successful driver in drag racing history and has been hospitalised many times with serious injuries from slingshot machines. These include having several toes cut away when a clutch exploded and face and arm burns on several occasions when a supercharger unit has exploded in his face.

Crown wheel and pinion failures are another frequent occurrence with dragsters, and as the diff unit is positioned right between the driver's legs in a slingshot there appears to be an obvious risk to the driver's married life or marital prospects as the case may be.

Mister Front-Engined Dragster will look in the mirror one day, like Garlits did, and realise he looks as if he has been attacked by a Bengal tiger. This would probably provide the necessary motivation for a re-appraisal to be made of rear-engined dragsters.

WALSLEY, COVENTRY. ANTHONY J. BROWN.

## Modsports saga

Now that Tony Baker has raised the "Modsports Controversy" in your columns, I feel it is worth setting out what it is all about.

It appears that earlier this year, John Quick approached the BARC with an offer to find out what changes modsports drivers wanted, and to draw up new regs based on these views. His efforts, which certainly did not come to the attention of the vast majority of drivers, resulted in 30 letters, and by his own admission 20 of these were from disgruntled Spridget drivers, most of whom he'd never heard of. These views were accepted by the BARC as representative, and new regs pushed through. The main proposals (from memory, as all most drivers have had in a brief glimpse of a photostat copy) are:

(i) Classes up to 1150, 1151-1500, 1501-3000, and over 3000 cc.

(ii) Standard engine mountings and suspension pick-up points.

(iii) Strict silhouetting and elimination of most currently legal body lightening.

Although on the face of it reasonable, these regulations will make ineligible the majority of current cars, including all with altered suspension type or engines moved back, or any engine components above the standard bonnet line. This can only mean either depleted grids or great expense for

drivers in reconverting their cars—in other words, modsports will be back to the doldrums from which it has only just so brilliantly emerged.

Above all, though, the drivers don't want any change only one modsports driver competing at the Castle Combe Blue Circle round on August 27 refused to sign a petition supporting the current regulations, and a similar petition at Brands on August 19 was signed, amongst others, by John Pearson, Brian Hough, Bob Meacham, Chris White, Ed Stephens, Andy Fraser, Rod Longton, Mike Westminster, John Dudley, myself, Jon Fletcher, Richard Jenvey, John Evans, Andrew Talbot, Peter King, Russell Bracegirdle, Bob Jarvis, Roger Cowdry, Ted Arundell, Peter May, and a number of others whose signatures are indecipherable!

Nor do the spectators, whose views are so often ignored by organisers and drivers, want any change. I have nine pages of signatures of spectators at Castle Combe enthusiastically supporting the existing formula.

Lastly, I would like to put two points to the BARC. First, if spectators and drivers are happy (and I'm told there hasn't been a single protest in modsports this year) for whose benefit are the regs being changed? Second, do they intend to push the new regs through even if it is proved that the overwhelming majority of drivers (most of whom are BARC members) are opposed to the changes?

I cannot believe that it is too late to drop the changes. If the BARC want a ballot of drivers or the formation of a Modsports Drivers' Association to ensure that drivers' views are adequately represented in the future, then there is no reason why this cannot be arranged. I believe Andy Fraser is organising a meeting at Brands this Sunday can someone do the same at Silverstone, and if the BARC disbelieve my evidence of drivers' views, perhaps they would like to send observers along.

EYNSHAM, OXFORD

JOHN KERSWILL

## Saloon mixture

In view of the fact that John Webb was apparently very disturbed by the quality of the entry and racing for Bank Holiday Monday's Group 2 race at Brands Hatch, I will stand corrected, if running Group 2 and special saloons together in their respective classes at the Brands Motor Show 200 meeting on October 21, would not be an excellent idea.

Percentage qualification would probably have to be adopted so as to avoid the age-old problem of uncompetitive back markers. However, apart from giving the British Saloon Car Championship in its present form a spectacular farewell (which I'm sure it deserves), capable of warming the hearts of all saloon enthusiasts, it also presents the special saloon men with their only opportunity this season of racing on the Brands Grand Prix circuit.

Or perhaps Mr Webb doesn't approve of "racing" saloons any more no matter what the grid quality.

PETTA WOOD, KENT

JEFF MANN

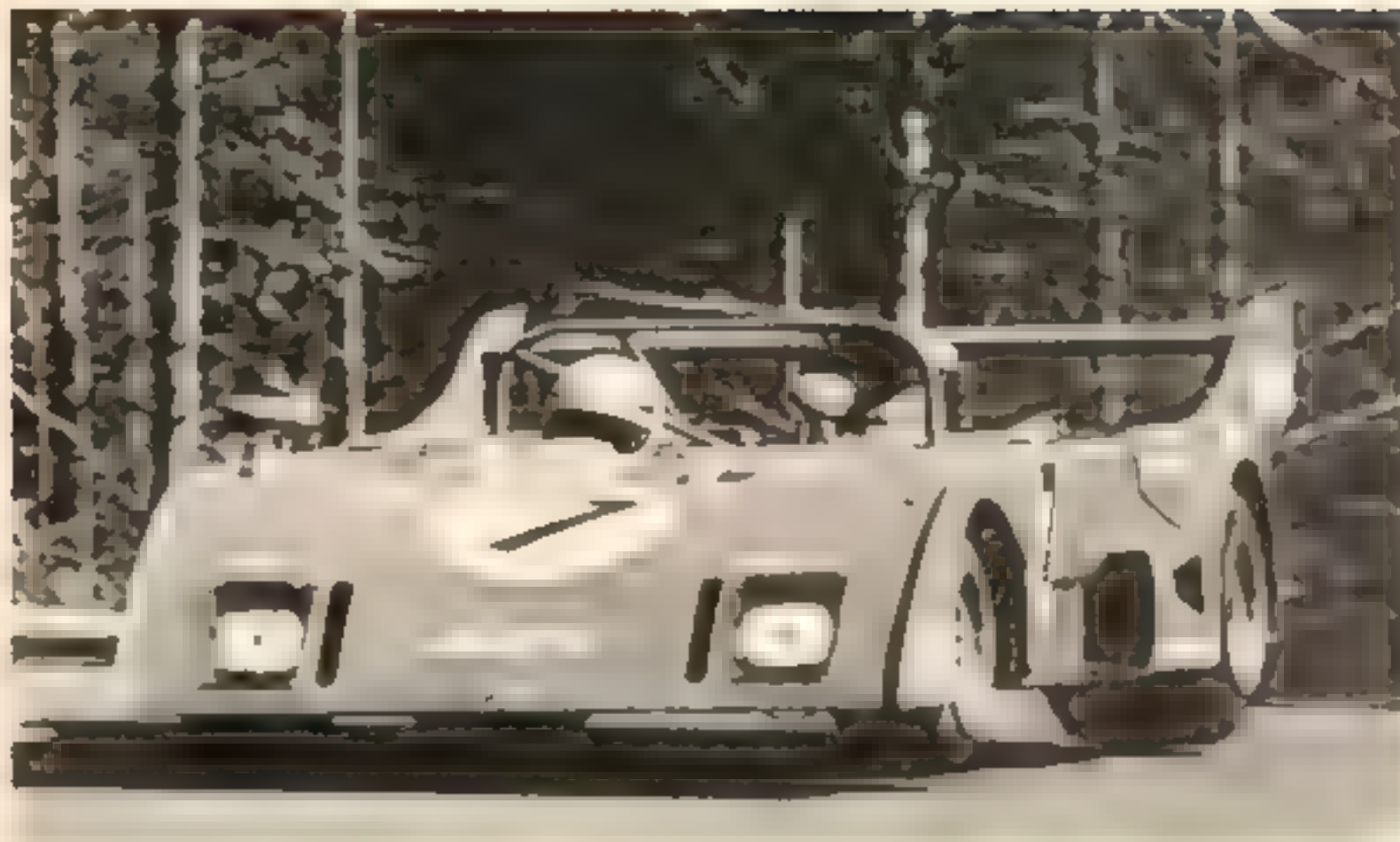
## Jump starts

When will these anti-climax creating jump-starts come to an end. The unjustified issuing of 1m penalties has ruined some superb racing recently and which, in every instance, were dices for the lead. The time is ripe for a complete reappraisal of the jump-start penalty and in any instance the driver should be given the benefit of the doubt if there is the slightest questioning twinge in the official's mind. Too many fine motor races have been ruined by hasty decisions in recent months.

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DAVID WARD.





Arturo Merzario's Abarth dominated the event

## NÜRBURGRING 500 KM

# Merzario/Abarth untouchable

Story and pictures by JEFF HUTCHINSON

Arturo Merzario completely dominated the Nürburgring 500 kms to give Abarth-Osella their second consecutive 2-litre sports car championship victory. He was quickest in practice and ran away to win the first 11 lap part of Saturday and then repeated his performance on Sunday.

Nobody ever looked like catching him, but his win was guaranteed when all the leading contenders started dropping out like flies behind. Chris Craft blew an engine in his Crowne Lola while holding second place, but he came back on Sunday, started from the back of the grid and regained his second place which he managed to keep to the end, although he was not classified well overall.

A fine performance was put up by Martin Raymond who took his 1970 FVC powered Chevron B23 to a well earned second ahead of the similar car of John Burton in the first heat and then took third behind Craft in the second part which gave him second overall.

Tim Schenken took Roger Hire's Chevron B23 to third overall after a drive of survival when many of the quicker runners dropped out. Burton, Derek Bell (Abarth) and Vic Elford (March-BMW) retired with engine troubles as did many others.

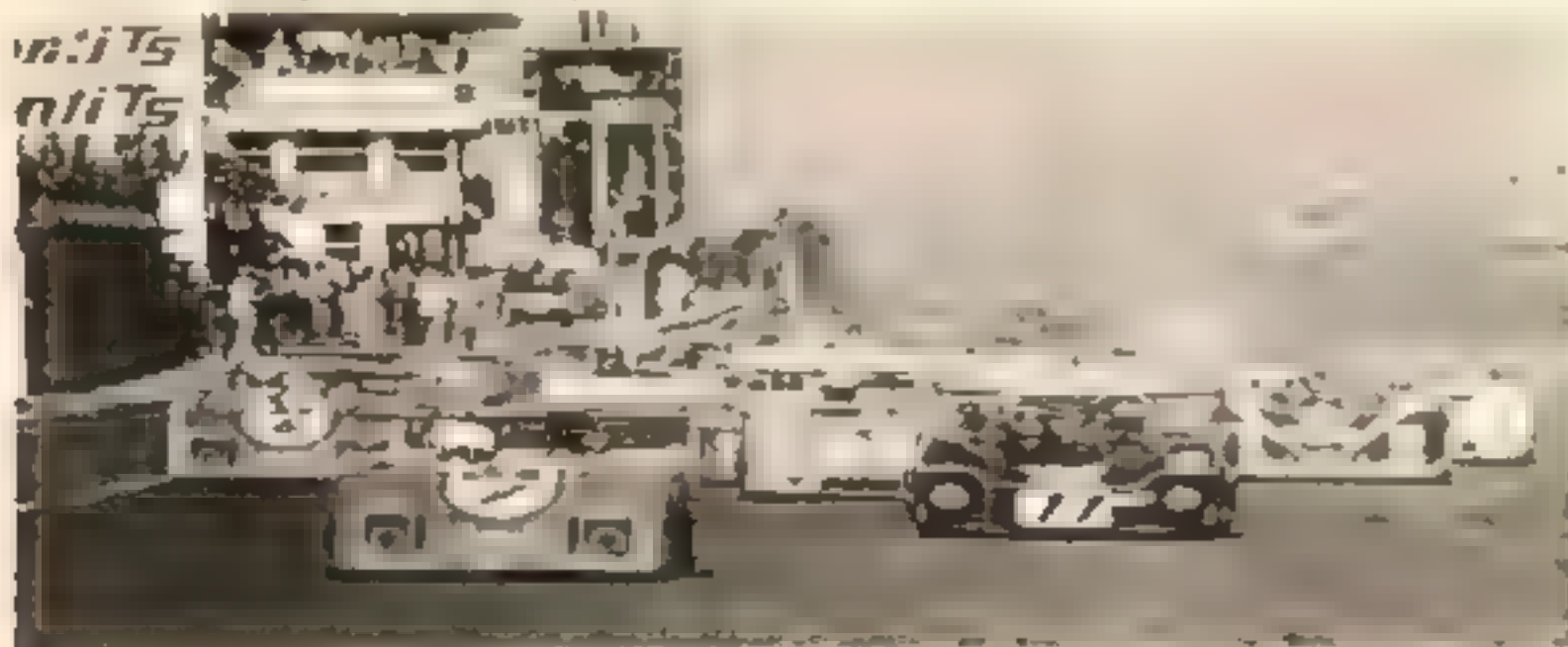
The championship position is now very close with Chevron taking the lead by one point from Lola; Abarth having won two successive rounds are now just 23 points behind Lola.

## ENTRY & PRACTICE

The Nürburgring 500 kms has always been the premier race of the 2-litre sports car championship and this year was no exception. No less than 37 two litre cars were gathered together, many of which were being seen for the first time this year in a championship race. This race also boasts a GT and up to 1800 cc category as well, so in all 47 cars arrived for the first two hours of practice

on Friday afternoon. Another 90 minutes on Saturday morning was all the rest of practice before the first of two 11 lap parts run on Saturday afternoon. For the first time this year the race was split over two days, the second part being run on Sunday afternoon. A sensible idea on the part of the organisers for with such a high rate of attrition around this gruelling 14 mile circuit it gives the teams a chance to change engines or make repairs that they would not have otherwise been able to do. As it turned out it was a very

Merzario sets the pace at the start from Craft



good move

Last year's 2-litre lap record stood to Howden Ganley who did a 7 m 46.3 s in a Chevron B21. Since then, wings and bigger engines have improved things a great deal and everybody was expecting a much quicker lap than this. At the Ring it is not good enough just to have a quick car, for with this circuit it is the driver who makes the lap time, saving valuable seconds by keeping his foot hard in it while the others are all lifting. To be among the quick ones you have got to be brave, or stupid, or brilliant. Little Arturo Merzario is a combination of all three and by the end of Saturday's practice he had claimed pole position with a best lap of 7 m 37.0 s. On Friday he had been quickest with a 7 m 45.9 s before his practice came to a stop with a blown head gasket. After an overnight engine change he went out for three laps and took the pole spot. For those watching at the Karussell it must have been a real surprise for Merzario was keeping out of the banked section and driving slowly around the outside, but everywhere else he was really flying. "If I set the car up so it won't wear itself away around the Karussell it does not handle around the rest of the circuit so well. It is better I lose two seconds there and gain ten around the rest," he said. There used to be a time when he would just wear away the bottom of the car.

Next quickest was the Crowne Racing Lola T290 of Chris Craft, his car now back to a BDG engine specially prepared by Ralph Broad. When he found a free lap Craft set a 7 m 44.8 s. Derek Bell took the wheel of the second of three works Abarths and set second fastest time of 7 m 47.5 s on Friday despite a sick engine which manifested itself into a dropped valve. His new engine was no better when he tried it on Saturday morning and he did not manage to better this time which was still good enough for third place on the grid.

Guy Edwards Barclay's Bank backed Lola T292-BDG was once again up near the front row although he hardly managed a time on the first day when some special Firestone tyres fell apart within a couple of laps. The next day things were better and he set a 7 m 48.9 s.

John Burton has scored some of his best results at this circuit and last weekend he was out to repeat his great drive in the 1000 kms race when he finished third overall. He started off well with the best Chevron time with a 7 m 49.7 s in the Red Rose Racing B23 using its usual 1970 Alan Smith built FVC engine, he took fifth place on the grid with a 7 m 49.7 s.

Sixth place went to the much under-rated Martin Raymond who, with his Chevron B23 set up to the latest rear wing and revised front suspension mods as the Red Rose works cars, set a brilliant 7 m 52.0 s despite his relatively few races at this circuit. Next quickest was German Jorg Obermoser who set a very creditable 7 m 52.7 s in his GRD S73 which had the extra advantage of a Schnitzer BMW engine in the back.

John Lepp never seems quite at home at this circuit and his best lap was only 7 m 56.3 s despite a relatively trouble free practice, his time being seven seconds slower than his team mate Burton in a similar car. Just a fraction slower than Lepp was none other than Tim Schenken who had been hired to drive the second of the two Roger Hire Chevron B23s, these cars still without rear wings or the other latest mods. Schenken's first impression of 2-litre sports car racing was a bit horrific. "The car was handling like a

," quoth Schenken, and on Friday night Timothy Theodore Schenken could be seen re-tracking the car, checking suspension settings, etc. which took him back to his old Formula Ford days. He does not seem to have lost his touch, for after bent and worn out shock absorbers were found and replaced, track and tow-in re-aligned he set a 7 m 56.6 s.

Vic Elford, twice winner of the 500 Kms race and six times winner at this circuit can always be counted on to go quickly, but this time his practice was fraught with drama. The first day he just managed a couple of







place behind Smith who easily caught the Spaniard when his gear lever broke and left the Tergal Chevron stuck in fourth gear for the last three laps of the race.

Other retirements included Gabriel Serbini's March on the second lap when the gear box input shaft broke and John Quick with a dead engine after he had spun and split the radiator.

The second part started under cloudy overcast skies, but fortunately the rain held off throughout the race. With so many of the quicker cars at the back of the field after problems the previous day this race promised to be an exciting one as they carved their way through the slower traffic. It was, but with Merzario repeating his first part performance and rushing straight into an unchallenged lead. At the rate of ten seconds a lap he opened the gap until the finish when he was still lapping in the 7 m 40 s bracket, his fastest lap of this just under 7 m 40 s.

The battle for second place was initially between Burton and Raymond, Raymond getting ahead after the first lap and pulling ahead leaving Burton hanging on to third ahead of Schenken, Jabouille then Jost, Lepp and Bayard not far behind. The second lap again saw Bell out of the race, his "bitza" engined car only lasting a short while before it poured out smoke and Bell hurriedly switched off.

Elford and Craft both had new engines fitted overnight, Elford also changing over to Firestone rubber. Vic was soon up at the head of the field while Craft very nearly stopped on the first lap—with a partially blocked fuel line, he just managed to keep the engine running until things cleared themselves and then set about hauling in place after place.

By lap two he was 11th, by the end of the next lap he was in tenth place having closed the gap to the Lepp, Elford, Bayard, Jost dice and by lap four was right behind Elford in fifth place. He was then elevated to third overall after passing Elford and John Burton dropped out with a blown head gasket his engine having blown out all its water. Guy Edwards chances of a good place in this part ended on lap three when a fuel pipe union broke and the car cut out going around North Curve.

Craft was really flying and with nothing to lose was out for fastest lap of the race which he did not quite manage to capture from Merzario. Raymond was driving a very steady second place and did not worry too much when the Loie closed the gap at around ten seconds a lap, for Craft could not take second overall after his first pit stop. Raymond was eventually pushed down to third on lap nine, which he held to the end but was still a well deserved second overall.

Schenken and Jabouille were soon gobbled up by the midfield battle that developed in the opening laps, Jabouille dropping back with a sick engine that finally blew up after dropping a valve, while Schenken managed to hold seventh place before he started to slow at half distance with gearbox troubles. Eventually his gear lever came off as Juncadella's had and poor Schenken limped around in fourth dropping to seventh place by the end but still taking third overall on the final aggregate.

Elford came home fourth after shaking off Lepp, who had been holding his car in third gear. Vic was much happier with his car and only failed to beat Raymond for third by 0.8 s. Fifth was Lepp while the next place

would have gone to Andruet, who after a slow start was really going well and had got ahead of Pianta and pulled out a big lead. But one lap from the end his car ran out of petrol and although he managed to splutter around back to the pits it cost him several places, but he was then disqualified for out-side help!

It was a sad day for both the other Schnitzer engine runners in the race for on lap five Bayard blew an engine and then one lap later Jost's engine also put a rod out of the block.

Farther down the field Busby was again out of luck with two punctures while Skeaping just failed to catch Smith for eighth place. Juncadella drove steadily to finish seventh, but could not open a big enough gap on Smith to take sixth overall.

Despite the high mortality rate it was a much more exciting second part than the first. Merzario just completely dominated the whole event and after the race said everything had gone just fine, but he had been getting a bit bored having to drive so slowly! His fastest lap was a 7 m 39.7 s.

Nurburgring 500 Kms			
European 2-litre sports car championship round			
Nurburgring, Germany, September 2/3 Aggregate of two 13 lap heats			
1	Amore Merzario (Abarth Osa s)	2 h 34 m 30.8 s	47.5 kph
2	March Raymond (Chevron Smith B23)	2 h 35 m 25.5 s	
3	T.M. Schenken (Chevron Smith B23)	2 h 39 m 24.5 s	
4	C. Pianta Abarth Osa s	3 h 21.3 s	
5	Pe. J. Smith (Chevron Smith B23)	3 h 35 m 10.3 s	
6	J. Juncadella (Chevron Smith B23)	3 h 35 m 41.3 s	
7	an G. ab (Chevron Smith B23)	21 laps 8 Chrs	
Schnitzer 2 litre sports car championship round			
R. Andruet	7.29	10	March Smith 13.6 100-PVA
Fastest lap: Merzario 7 m 39.7 s 128.8 kph			
Championship points: Pianta 85, Loie, 84, Abarth 84, March 46, GRD 10			

## SALZBURGRING F2

# An improved Brambilla triumphs for March

Story and pictures by PAUL THOMPSON

Vittorio Brambilla has been steadily improving all season as an F2 driver. Having acquired a bad name along with his brother, and showing signs this year once or twice of those old tricks, it is difficult for some to accept that he can change. At this point, it would seem he is behaving himself, and at the Salzburgring last Sunday he scored his first European F2 championship victory with his Beta Tools March 732 complete with his home brewed BMW engine.

Patrick Depailler as so often has happened this season made the early running having taken pole 0.7 s quicker than Carlos Pace in the Surtees Fins TS15. Down on the second row, Brambilla got a tardy start on unscrubbed rubber. After lying sixth on the first lap he was up to second on the third tour and took the lead from Depailler after 13 laps to cruise home easily. A long way behind, Coulon had a lonely drive to third having missed a gear at the start and arriving next to last in the 13 car field after one lap. Carlos Pace looked impressive in practice, but lost out when he changed to the same rubber as Brambilla and had to fish for third gear on this ultra fast circuit. Bill Gubelmann gained a creditable fifth, having driven half the race with a top end misfire, but he could not lose Roland Binder who has found the money at last to buy a March BMW too.

Just 13 cars turned out—a reflection of the crowded schedule, the fact that the champion is crowned, its 'B' status and probably a host of other things like the chronic shortage of engines.

Vittorio Brambilla scored his first European F2 Championship win with his March-BMW 732



## ENTRY & PRACTICE

The long haul from Sicily up to the Salzburgring was too much for some of the teams. Lack of engines meant others did not arrive and the ridiculous situation of having four races in four weeks put others off. Thus from an entry of 32 cars, just 13 graced the spacious Salzburgring paddock—reminiscences of the nine car Kinnekulle race! Those from the sunshine at Enna must have wished they had carried on to England and home for Friday was cold, wet and thoroughly depressing. The rain had been hammering down throughout Thursday and drowned one and all through Friday.

The major teams who did not arrive included the Texaco Stars, Motul Rondel and



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155 SR 12	F100	BLMH 1100 1300 Escort Imp, Viva HB	£6.45 ea	£6.40 ea	£13.55 ea	£13.50 ea
155 SR 13	F100	Marina, Anglia	£6.80 ea	£6.75 ea	£14.64 ea	£14.59 ea
165 SR 13	F100	Cortina, Hunter, Avenger	£7.25 ea	£7.20 ea	£15.09 ea	£15.04 ea
185 HR 13	F100	Triumph 2 5 P I	£10.33 ea	£10.07 ea	£18.17 ea	£17.91 ea
165 HR 14	SPORT 200	Rover 2000 TC, Opel Com Coupe & GT1900	£8.36 ea	£8.15 ea	£17.62 ea	£17.41 ea

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Chevron—all it appears suffering from an acute shortage of motors. The March transporter was missing, the deal with Vandervell having fallen through. Jarier is of course champion and Mass could not score, having taken in his full complement of supplementary races.

The scheduled one hour session on Friday was a washout, six cars taking to the track. Vittorio Brambilla however managed to blow one of his Munich motors quite dramatically but he now has Tino's car as a permanent spare, the latter having definitely retired. This was fitted with the Schnitzer mill, but after a few laps he packed it in for the day.

By Saturday morning, the skies had rained themselves out so the serious business of fast lappery could be approached in a one hour session before lunch and a final 90 m at the end of the day.

The pattern was set in the first hour when four cars came out head and shoulders above the rest. Carlos Pace, having another outing in the Surtees TS15 used normally by Mass, was the first and only one below 1 m 12 0 s. A fresh Hart engine had been slotted in since Enna and Hailwood's car was standing by as a spare. Behind him, Brambilla and Coulon sandwiched the Elf 11 of Depailler, all covered by 0 25 s. Vittorio tried both chassis, being a half second quicker with his regular car and fresh home built mill slotted in after the Friday blow up. The Coombs transporter still held Patrick's bent car from Enna, but with Jabouille at the Nurburgring, the Frenchman used his team mate's car, the team preferring to repair the other properly back at the factory. Fuel injection troubles were the big headache, the Elf tending to miss on some of the left hand sweeps. New construction on Goodyears on the front were a definite help, but having tried the big 25 inch tyres on the rear, Patrick settled for the normal 23 inch for the race.

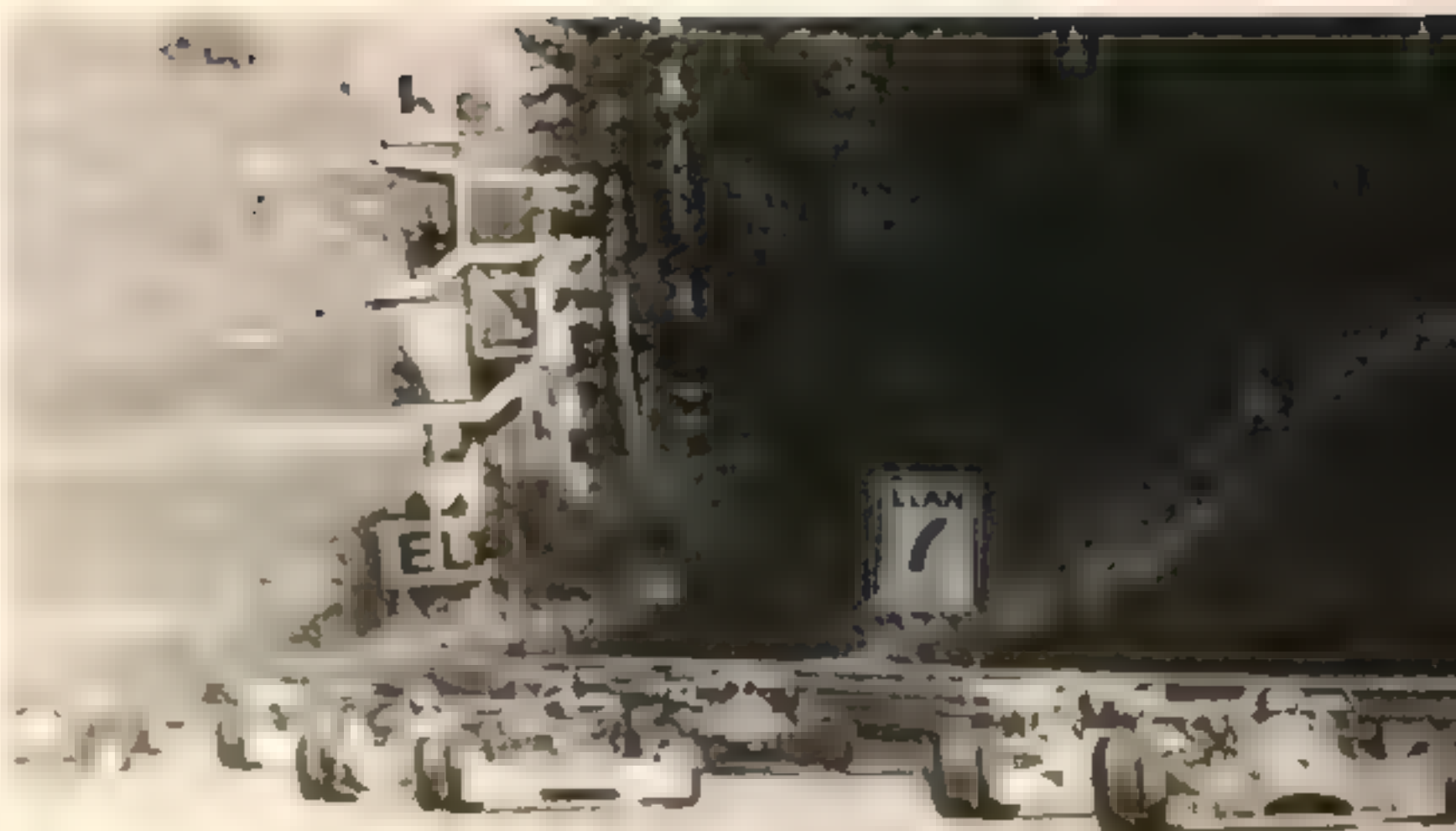
Coulon's Brian Lewis prepared Antar March was relatively trouble free, though the Parisian could not make up his mind about the tyres and like most others had to juggle around with the gear ratios.

In the afternoon session these four were joined by Wilson Fittipaldi in the works Brabham BT40. On Friday, the team could not fire up the Wood engine, the valves possibly having stuck on the way up from Sicily, so a fresh Wood screamer was fitted with David on hand to keep an eye on things. Then there was difficulty with the clutch, but a new unit appeared on Saturday morning with "another journalist" from England and this was inserted in time for practice. Once the setting up was finished, Wilson looked surprisingly smooth on his way to fifth fastest, improving 1 5 s on his morning time. A top end misfire was traced to a cracked plug, otherwise the Brazilian was happy.

Still the four fast men from the morning all improved and it was Depailler who shook the BMW establishment by recording pole time with a 1 m 10 67 s. Hailwood's lap record from last year stood at 1 m 11 69 s so there was a vague chance that Patrick or someone else could break Peter Geth's 1970 outright circuit record of 1 m 10 5 s in the Lotus 70. F5000 car. Unfortunately the fuel injection trouble re-occurred, the pickup from the fuel tank being suspect, but all was well for the race.

Pace slotted the Surtees up next on the two by two grid. Ford to the fore—thanks to Brian Hart in both cases. 'Moco' was not too happy about the braking and handling, but there did not seem to be too much wrong as he winged round to record 1 m 11 03 s. The training car was tried for a few laps and then stashed away.

Vittorio B took the next slot on 1 m 11 17 s, the first BMW runner and declared himself quite happy as he felt there was more to come. Coulon next to him on 1 m 11 80 s was not as happy though as he still did not have the right ratios and was indecisive as to which tyres he would use. His pit called him in as he was going well enough, and when he went out for a last try, the petrol dried up and he parked out on the track. Fittipaldi achieved the same



Depailler is chased by Wilson Fittipaldi and Pace from the start

time but as this was after Coulon he found himself on row three with Bill Gubelmann in his private March BMW. The American looked very quick throughout Saturday as he powered his GS tuned car round just a half second slower than Wilson on 1 m 12 36 s. Minor dramas caused panic for his mechanics when they discovered the clutch slave cylinder was on its last legs, then the battery needed charging and finally Bill decided the rubber had to be changed as the same compound used at Enna was still fitted. With fifth fastest in the morning though he must have been pleased even more so in the afternoon when he knocked nearly a second off this. Whilst checking the gearbox between sessions it was found that a grub

screw to the input shaft bearing had broken and cooked the revolving parts so this was rectified.

At last Roland Binder has got himself a competitive mount—a brand new March BMW and after the last few years of frustration with old machinery, tweaked his pride and joy round on 1 m 13 14 s to head the next bunch without any trouble. The Brian Lewis truck arrived with Vandervell's usual March as well as Coulon's and a deal was done with Austrian Kurt Rieder to race this Memphis the national cigarette company who sponsored the Grand Prix are behind this gent who was very much an unknown quantity. He has raced Porsche 910's and 908's locally and an old Brabham F3. It

Jacques Coulon finished third for March, ahead of Pace's Surtees





was his first time in a F2 car and having got the hang in the morning he found himself on the fourth row with a 1 m 13.25 s even expressing that he felt the power was a bit down! A head gasket was suspected after the last session so a fresh engine was installed on Sunday morning. We may see more of this chap next year as he is 80% sure he will do a F2 season with Memphis backing.

In Vonlanthen and Silvio Moser were next up separated by just 0.01 s. The former, improving with each race, was relying on his Smith 1930 cc FVC rebuilt by Xavier Perrot's old mechanic, Angelo Galvanni, whilst his BDG is rebuilt. The motor was whipped out in the evening to replace the seal between engine and clutch. The head on the flywheel bolt was also found to be worn so this was changed at the same time. Moser was in all sorts of minor difficulties as usual with his BDG powered TS 10. Brakes were locking up, fuel pressure was too low, the chassis pick up points had been strengthened and the handling was rather bad.

A further 0.01 s behind was Manfred Schurtl, out again in the interim Royale RP 15 with an RES BDA. The new RP 20 should have made its debut here, but there has been no time for testing so the team felt it would be wiser to use the old car. The car was running on the hot side throughout practice, but apart from this and a continual leak from the bleed pipe on the fuel pump, all was okay.

The unlucky Pierre Robert GRD team found themselves occupying the last two positions on the 13 strong grid. Karliskoga sensation Torsten Palm, was having a one off ride in Wisell's usual chassis as the graded man was not wanted by the organisers. New driveshafts only arrived at Munich on Saturday morning and by the time these were fitted, Torsten only got in a few laps in the afternoon, he was down to 1 m 14.50 s with a Smith FVC in situ and a slight misfire. Team mate Gunnarsson was 0.04 s slower with his alloy RS block installed—the last two engines the team have after all their dramas during the year! Picko Troberg was delighted that there were no dramas during the sessions, despite the lowly positions. In fact there was very little activity during the training—Brambilla's was the only engine to go and no one spun, they could not afford to on this almost flat out speed bowl surrounded by armco with no run off whatsoever!

## RACE

In contrast to the previous days, Sunday was hot, very hot, as the crowd drifted in to bask in the sunshine on the slopes giving superb vantage points round the 2.63 mile track. Gubelmann's wrenches found the grease in the driveshaft splines well cooked on Sunday morning, but apart from this everyone was trouble free until the warm-up lap when the Pierre Robert jinx struck again on Palm's car which developed another misfire. Plugs were changed, and fingers crossed, but out of ten starts, this car has finished just once—when it won at the Nürburgring!

The pace car as seen at the Grand Prix was used during training, but the cars were lined up for a standing start, half way down to the second third gear curve at the western end, this was a spine chilling, adrenaline pumping experience. Depailler blasted away, but Pace found himself engaging third instead of second and he held up his side of the two-two grid. Fittipaldi shot by Brambilla, but the demon came from Gubelmann who came through the middle across the Italian to be third away. V.B., however was starting with unscrubbed B42 compound Firestones on the left side—slightly harder than the B41's on the right as the forces are predominantly on the left. The question was whether or not we would see a hectic slipstreaming battle or how many cars would last the punishing flat out speeds, for 50 laps. Brambilla was back to sixth after the first lap, behind Depailler, Fittipaldi, Gubelmann, Pace and Binder (another demon start). Gunnarsson was up to eighth behind Vonlanthen, then Schurtl, Rieder, Moser, Coulon and Palm. Coulon made a complete shambles of the start, missing a gear and engaging second, whilst Palm's misfire was still evident. Brambilla was up to third next time whilst Gubelmann was back to fifth and Coulon ninth. On lap three Fittipaldi shot into the pits for a loose plug lead to be fixed but the field screamed by so fast that when he came out, he was over a half lap down and did not see any point in thrashing the car as there was no way that he could catch them up. V.B. was now second, but somehow Depailler had opened nearly three seconds on him. Pace was glued to the Italian's tail with Gubelmann and Binder a fraction further back. Coulon had rocketed to sixth, but Palm was in the pits for another change of plugs and a new spark box. The misfire continued, Torsten continued, but with a couple more stops, he only completed 36 laps and could not be classified.

Depailler looked set up front, as he held his advantage for a few laps, but as Brambilla's tyres warmed, he started closing. By lap 12 he was a fraction behind and four laps later, he was through and immediately opened up a second. These two were now well and truly clear of Coulon who had passed the Gubelmann/Binder duo by the fifth tour, taken Pace's Surtees three laps later and pulled away with that BMW power. Back in ninth place, Schurtl switched off when something went radically wrong in the engine, and coasted into the pits. Water was seen to bubble from the rear of the head gasket, but a closer examination in the paddock later revealed a broken camshaft—snapped

in half by a broken crankshaft bearing and probably internal maladies. At this stage, it didn't look as though too many cars would last 50 laps, but the only other retirement came after 24 tours when Moser called it a day with no oil pressure having been driving slope near the back of the field.

With Coulon past Pace and the Surtees unable to keep up, the race became a little strung out. Brambilla was piling on the coals, despite Depailler breaking much later, the orange March just went away down the straights. Coulon could not make up any ground and Pace was having trouble with his tyres. He had fitted the same as Brambilla and upset his gearing as he could not go through the corners as fast. He muffed his change to third on other occasions too, once finding himself hammering into the tightish western curve without a gear. The car went very gently sideways, picked up for a big spin, but then Carlos found a cog, held it and went on his way.

Behind Pace, Gubelmann had to settle for fifth and he was harried throughout by Binder, though the German was never really close enough to challenge and a high rev misfire could be detected on Gubelmann's car. After, it transpired that this was coming in above 3,500 rpm and then it was discovered that a couple of small nuts holding a plate on the airbox had vibrated loose and been digested down an inlet trumpet whilst the washers had disappeared down another and out of the exhaust. The four valves in one pot were probably a mess so the motor was dispatched for a rebuild after the race, in which Bill was lucky to finish after all.

Behind this pair, new boy Rieder went the distance with Vonlanthen up his chuff all the way. The Austrian reckoned there was less power than the previous engine, but the Swiss must have had a lot less though he could close in the corners, but lost out on the straights. In the early stages, Gunnarsson had been with this pair, but he just lost out with very little power. Towards the end he had to make a quick pit stop to have the fuel pressure gauge blocked off as it was leaking on to his legs. Fittipaldi salvaged one place from the Swede after 15 tours, but was so far behind the others it was not worth bothering and he found himself lapped after 22 tours.

Depailler's handling got progressively worse with bad understeer, his new construction Goodyears going off at the front, but by the end he was just under two seconds behind the flying Brambilla and picked up a new lap record into the bargain, 34 seconds away in third, Coulon had an easy time though he was disappointed in the power he could use whilst Pace, the remaining unlapped runner was a further 20 seconds down. Brambilla had doubled Gubelmann and Binder two laps from home, just over a half second separating them. Rieder picked up a point with seventh eventually putting three seconds between himself and Vonlanthen, whilst "Wilsinho" was a lonely ninth ahead of Gunnarsson who lost a few laps having the fuel pressure gauge blocked off. Not a very inspiring race, but a reflection of the absurd F2 calendar we have had this year. Vittorio has been knocking on the door for a win and after some recent impressive displays, this must boost his confidence no end, along with that of Firestone who must surely have the match of Goodyear now. Half the cars at Salzburg will not be at the Norisring next week, so unless those missing here make an appearance, there might well be fewer cars than here.

### Salzburger Formel 2 (complementary round), Round 15

Salzburgring, Austria, September 9, 50 laps.  
1. Vittorio Brambilla (March-BMW 731) 59 m 47.26 s, 212.74 kph.  
2. Patrick Depailler (EW 21-March) 59 m 49.13 s.  
3. Jacques Coulon (March-BMW 732) 1 h 23.09 s.  
4. Carlos Pace (Surtees-Hart TS15) 1 h 43.40 s.  
5. B. Gubelmann (March-BMW 732) 49 laps.  
6. Roland Binder (March-BMW 732) 49.  
7. Kurt Rieder (March-BMW 732) 49.  
8. Jo Vonlanthen (GRD-Smith 773) 49.  
9. Wilson Fittipaldi (Brabham-Wood BT40) 49.  
10. Scan Gunnarsson (GRD-RS 27) 45.  
Retirements: Manfred Schurtl (Royale-RES RP 15), 4 laps, broken camshaft. Silvio Moser (Surtees-BDG TS 10) 24, no oil pressure. Torsten Palm (GRD-Smith 773) 32 still running not class. fled.  
Fastest lap: Depailler 1 m 10.84 s, 210.44 kph (new F2 record).

David Pryor (Ford 1600) 1 m 08.7 s	Pace (Surtees-Hart TS 15) 1 m 11.03 s
Brambilla (March-BMW) 1 m 11.17 s	Coulon (March-BMW) 1 m 22.04 s
Fittipaldi (Brabham-Wood BT40) 1 m 11.44 s	Gubelmann (March-BMW) 1 m 22.56 s
Binder (March-BMW) 1 m 13.14 s	Rieder (March-BMW) 1 m 23.23 s
Vonlanthen (GRD-Smith 773) 1 m 14.13 s	Moser (Surtees-BDG) 1 m 24.14 s
Schurtl (Royale-RES RP 15) 1 m 14.15 s	Palm (GRD-Smith 773) 1 m 24.20 s
Gunnarsson (GRD-RS 27) 1 m 24.90 s	

Patrick Depailler's Elf made the early running before Brambilla went ahead.







Thousands of spectators watch Mike Mosley's third-placed Eagle lead a group past the pits

## ONTARIO USAC

# Dallenbach's Eagle wins

By GORDON KIRBY

This was a USAC race which remained a race until the very end, and though the fire began to dissipate in those final stages, Wally Dallenbach's victory was still one of worth. It was, above all, another 500 mile win for STP and in particular George Bignotti who brought his second car through the California afternoon with just nine fuel stops. So it was that Dallenbach pressed on for a five second victory over Mario Andretti who had easily his best 500 miler of the year, challenging and pressing the attack throughout, but losing far too much time in the pits to overcome Dallenbach's slickly organised progress.

Mike Mosley drove his Eagle forcefully and well to finish third, still on the same lap as the STP Eagle after doing successful battle with some of USAC's most hardened and vaunted veterans. Fourth was USAC Championship leader Roger McCluskey, who faded in the closing stages although he was well in the hunt most of the way and fought vigorously with A. J. Foyt until the latter slowed to a crawl over the last ten laps as the Coyote's turbochargers fell fatally sick.

As always it was Bobby Unser and his works Eagle who controlled the race, working through the field from the back of the grid, snatching the lead after only 30 laps and then driving away into a comfortable lead. It looked like Unser's luck might hold for once, as both he and the car seemed to have much speed in hand, but a wing tab fell off and ultimately the whole thing had to be changed, which lost him five full laps. Brother Al towed and challenged with both Bobby and Viceroy teammate Andretti until the gearbox gave out with just nine laps left. The Penske team fell by the wayside with engine failures as did Peter Revson who led the early laps from Gulf McLaren teammate Rutherford until the Texan brushed the wall after a large moment on the oil from Gordon Johncock's blown Offy.

## QUALIFYING

The great state of California's greatest racing "plant" is Ontario Motor Speedway. And not wishing to remain in the shadow of any other operation the OMS management have begun to refine and modify this their gemstone event into as fine an extravaganza as they can imagine. For this fourth California 500 the two weeks of qualifying were augmented by a couple of 100 mile qualifying races which would serve principally as additional press and promotion matter, although in some cases they would improve the grid positions of some of the better heat finishers

who might have earned lesser places in the conventional four-lap short qualifying. As it was the two 100 milers—run the weekend prior to the 500 and counting for USAC Championship points—proved to be a bit of a bore, although there were those who thought that these preliminaries would sharpen the driving, organisation and tactics necessary for the real race.

The Speedway itself lies in the same smog-dampened landscape as Riverside. In fact the giant oval is a mere 20 minute drive north of the more humble road course, but unlike this latter place Ontario rises like some sort of concrete oasis out of the reddened

desert. The tall grass banks and huge brick and steel control centre serve as a stadium wall in keeping the prying eyes of the San Bernardino Freeway commuters from witnessing the events of this Indianapolis of the West.

Perhaps in time, Indianapolis will become known not even as the Ontario of the Midwest, but as some paltry forerunner of this immense and expansive oval racing monument.

The actual race track activities revealed the increasing gap between the major teams and drivers and the greater mass of the USAC Championship field. This time it was the McLaren team who managed to outpace the Eagle team in practice. But it was a small and barely discernible gap.

Peter Revson was quickest by a notable margin, but he failed by an equal margin to break Bobby Unser's closed course World Record of last year. Revson was, however, the only man to break the 200 mph barrier, while Unser had a struggle to keep-up practice and after blowing an engine and finding a few minor (if you can say such a thing about 200 mph racers) chassis weaknesses, the Eagle team leader settled for a just short of 195 average and a place on the outside of the eighth row.

It was Bobby's teammate Jerry Grant, who came closest to Revson, doing his qualifying in between Eagle F5000 testing stints down at Riverside. Like Unser's, the Eagle of Grant had received a few tweaks since Pocono. A skirt had been added to the small lip which protrudes from the lower edge of the tub forward of the rad shrouds. This skirt extends from the front corner of the nose back to rad shrouds and is simply an enlargement of the lip which was added last year in an effort at keeping the air from getting underneath the chassis. The blunt tip of the nose on Unser's car only had also been eased so that it now presents an almost pointed profile.

Nobody else was displaying any changes, apparent or otherwise, and it was Gordon Johncock in his regular STP Eagle who took the outside, front row place with a 197½



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average. Rutherford's McLaren headed the second row with a qualifying time just short of Johncock's while Wally Dallenbach was next up thanks to winning his 100 mile heat. Dallenbach had blown a turbocharger in qualifying and had subsequently not been able to get over 194 mph.

The Viceroy Parnellis had been troubled, as they seem to be at all of the super tracks, with not being able to get the right balance. It took them the whole of practice to sort things out so that both Al Unser and Andretti were fairly well down, but not too upset about things by race weekend. Donohue did an early sub-195 average and left for the Ekhart CanAm while David Hobbs ran into more of his now-legendary 1973 Bad Luck and blew three engines before packing it up and concentrating on the Pocono F5000 race of this same weekend.

Row One		
Peter Revson (Gulf McLaren)	207.069 mph	
Jim Grant (Olsenite Eagle)	197.633 mph	
Johncock (STP Eagle)	197.542 mph	
Row Two		
Johnny Rutherford (Gulf McLaren)	197.109 mph	
Wally Dallenbach (STP Eagle)	197.052 mph	
Gay Bettenhausen (Sunoco Eagle)	194.254 mph	
Row Three		
Ross McCluskey (Pepsi-Cola McLaren)	194.238 mph	
Lee Kunzman (Eagle)	194.134 mph	
Al Unser (Viceroy Parnelli)	194.041 mph	
Row Four		
Mike Mosley (Eagle)	193.741 mph	
Steve Ritchie (Mopar)	193.549 mph	
Joe Leonard (Samsonite Parnelli)	193.281 mph	
Row Five		
Sam Posey (Marlboro Eagle)	193.181 mph	
Dick Simon (Travelodge Eagle)	192.724 mph	
Mario Andretti (Viceroy Parnelli)	194.616 mph	
Row Six		
Billy Vukovich (Sunoco Parnelli Eagle)	191.980 mph	
Mike Donohue (Sunoco Eagle)	191.842 mph	
George Snider (Coyote)	191.749 mph	
Row Seven		
Mike Hays (Thermo King Eagle)	190.316 mph	
Jimmy Casella (Eagle)	189.813 mph	
Jim McReath (Marlboro Eagle)	192.145 mph	
Row Eight		
Bentley Warren (USAF Eagle)	191.114 mph	
John Martin (McLaren)	191.744 mph	
Bobby Unser (Sunoco Eagle)	194.312 mph	
Row Nine		
Mal Reynolds (Atlanta Eagle)	191.114 mph	
A.J. Foyt (Gilmore Eagle)	191.127 mph	
Jerry Karl (Oriente Eagle)	190.898 mph	
Row Ten		
Tom Buglow (Bryant Vixen)	189.016 mph	
Lindy Raby (Commander Eagle)	188.556 mph	
John Mahler (Caring McLaren)	187.931 mph	
Row Eleven		
Johnny Parsons (Lodestar Eagle)	189.511 mph	
John Cannon (Webster Eagle)	194.141 mph	
Tom Blum (Lodestar Eagle)	no time	

## RACE

The old LA smog was persistently hanging about on Sunday morning and by ten o'clock the hazy humidity was beginning to build without any sign of the sun. All the locals assured us that the sun would undoubtedly come burning through very shortly, so while all the pre-race ceremony and entertainment carried on we scouted out the array of silver screen luminaries to see what they were wearing in order to know for sure what the weather would do. Of course, this was California, so of course, the sun did burn through.

It was, however, still being a little hesitant when all the turbochargers started their muffled whine and the cars trundled out behind the pace car, Peter Revson seemed well primed for this last 500 of the season and as he paced the field off the fourth turn and under the flag he seized an immediate lead which he extended to some three or four car lengths by the time that he led the dive into turn one. Rutherford followed his teammate and held on stubbornly to his tight, inside line, but he had to give way to Johncock's similar stubbornness and noseworth of lead on the outside.

Eoin Young leapt for joy at the end of that first lap for Rutherford had shouldered past Johncock on the backstraight and it was a Gulf Orange one-two that swept into the second lap with Revson driving in commanding style. Johncock was a close third with Grant throwing his white Eagle in close beneath the dayglo version's wing. But moments later Grant slammed into the turn two wall and Johncock slowed dramatically. The first yellow of the day came out as the Indy winner dribbled in with a nasty hole from a thrown rod ventilating the crankcase. It had been Grant's misfortune to be trying so hard in the wake of Johncock's engine

failure. Already we had two top runners out of it.

For three laps the pace car directed the field and only Donohue took the opportunity to make a quick stop for some different rubber. As the pace car pulled in the McLarens leapt away and Al Unser shot beneath Dallenbach, making a huge effort to close up and bring some pressure on Bettenhausen's third place. The Parnelli's attack only made Bettenhausen increase his efforts and on the next lap he sliced by Rutherford and closed on leader Revson.

Even now this race was showing signs of being a fine fight, for there were cars thrusting and charging in close knots throughout the field. Revson was holding Bettenhausen's pressure, while Rutherford had stabilised himself about a second and a half behind, all the time keeping an eye on Al Unser's enthusiastic efforts just a few car lengths away. Dallenbach was leading a fat clump of cars which included Krisloff, McCluskey, Mosley and Andretti and already Bobby Unser had thrust his white Eagle into contact with this group and was apparently, beginning to organise an attack.

It was a tight and enthralling battle until the 13th lap when Rutherford had a long and large moment as he found the combination of a greasy fourth turn and the buffeting from Bettenhausen's slipstream threw his McLaren out of balance. Before Rutherford could cope with it all, the McLaren had clipped the wall and he was out with a bent front upright and steering arm.

For six laps the yellow flag held the field in close order and Revson made the first of his fuel stops during this time, dropping well down the field, but losing very little in the way of actual road space. John Cannon was another to come in, but the fuel spilled from its nozzle and the ancient Eagle which Cannon had qualified at the back of the field disappeared in a sprawling mass of rapidly applied extinguisher smoke. It was a spectacular display which drew a careening mob of photographers. For Cannon it meant looking towards next year and the promise of a nice, new Eagle.

The green flag brought another handful of racing laps on the 20th lap with Mike Mosley appearing at the front from Andretti, McCluskey and Al Unser. But Bobby's ever-present, white, number 8 Eagle was now in contention and, led by a very much on-form Bettenhausen, he was soon pursuing his brother. Again we had the prospects of a fine race emerging and again the yellow came out just as we were wondering whom would do what and where. This time it was Ruby who had fallen victim to the slippery turn four and clouted the wall, while Donohue had again retired from the early laps with a broken engine before he could make any mark on the race.

The next race-within-a-race was a sprint of but one and a half laps, but it gave Bobby Unser a chance to slice beneath his brother and assert himself at the head of the queue for the first time in the day. The yellow came out for a shunt which put John Mahler's Black Label McLaren into the wall in a contretemps with Billy Vukovich and when the pace car pulled in Bobby was still there and again began to inch away, this time with the other Parnelli of Andretti attempting to contain the Eagle's flight.

For perhaps a half a dozen laps Andretti chiselled away at Bobby's initial jump away from the green flag and just as this race for the lead began to take on a serious and sustained tone the yellow flag came out yet again for a car stopped on the backstraight. Just prior to this Revson had stopped to complain of a fluffy turbocharger and just after the green flag came out again Peter came in to retire his McLaren.

Now, as the sun finally underlined its presence and the smog filtered away, the race settled down for some 30 laps without any hindrance. In between the fuel stops it became apparent that there were perhaps six or seven cars running in close and oftentimes exciting company. Both Viceroy Parnellis were running in strong form, as was Betten-

hausen's Sunoco McLaren while Mosley was showing some considerable flair and staying in touch with this lot. Then there was Dallenbach, McCluskey and Foyt all of whom were managing to stay on the same lap as whom-ever it was who lead. And, of course, there was Bobby Unser driving with remarkable cool and control. Now that he was among the leaders and had made one run through and away from them he seemed to be relaxing, biding his time and waiting for the right situation in which to make a big effort.

It was the 84th lap that saw Bobby begin his domination of the race. During the previous two laps he had pressed the Eagle from a tenuous third into a challenging second and at turn three Bobby dashed beneath Dallenbach and swept away into an almost immediate two second lead. Throughout the next 50 laps it was Bobby Unser's race. It was only during the quick dashes into the pits for more fuel that any other car might take a brief lead, soon to drop back to its regular place when it too would come in for replenishment. There was only Al Unser who could offer a challenge, hurling his Parnelli to within a second of his brother on a couple of occasions, but never being able to carry his vigorous attacks any closer.

The race stabilised during this period and it became obvious that there were seven cars in with a chance. There was Bobby U. driving royally and brilliantly at the front. There were Al Unser, Andretti and Mosley all showing fire and energy, but working hard at keeping the works Eagle within range. Then there was McCluskey, working like these last three, but in spurts and sometimes it seemed that he would drift away for just a little too long and would have to apply the greatest of pressure to both himself and his car to keep in contact. Foyt too was still there and he seemed to be going to no excesses, keeping away from any hot fights, ignoring the false lure of a few laps in the lead and generally sitting back, playing the old Texas fox. And there was also the benign challenge of Dallenbach who seemed to be more contained even than Foyt yet much more in the hunt.

Then, on the 134th lap, Unser's Eagle went by with the smallest hint of a flap from the endplate of the wing. Sure enough the dam was flapping madly in the wind by the next lap and then the yellow flag came out as the plate flew away and landed in the middle of the track. Bobby and the others came in on the yellow and they carried on as before, but on lap 139 the white Eagle came in again and Dan Gurney and his men did some brisk taping to the exposed end-section of the wing. But it was no use. The car had lost its stability and Bobby came in again for an agonising four minute stop while the whole wing was taken off and replaced.

So it was now down to six, with the controlling factor gone. Dallenbach, who had been following Bobby U. fairly closely during the previous dozen laps, now took the lead with Mosley, Andretti, McCluskey, Al Unser and Foyt pursuing him in close formation. Both Parnellis decided that now was the time to unleash their full vigour and in only a few laps they had both got by Mosley. But they had a problem with John Martin who had been at the head of the queue after the yellow for Bobby U.'s wing failure, and was now holding them up while Dallenbach got away. It took them some half a dozen laps to get by Martin and just as they managed to do so, out came the yellow flag to contend with George Snider who had stopped on the backstraight.

This yellow took three laps and all but Dallenbach stopped for fuel so that the STP car still lead when things started again, chased by Andretti, Al Unser, Foyt, Mosley and McCluskey. Mosley soon got by Foyt and tried to hang onto the red and white Parnellis who remained in close company until Unser trickled into the pits with the gearbox broken after 191 laps.

So it was Dallenbach who controlled the last quarter of the race, pulling out enough of a margin with one less stop than the others during the period, so that Andretti, his only





Plenty of action as Tom Bigelow makes a pit-stop. He finished 11th

After a very poorly supported July meeting things returned to normal for the Wills Trophy meeting at Kirkistown, which was televised by the BBC. Unfortunately a day-long very heavy haze and somewhat procession racing rather spoilt the effect.

For a change racing started with the Embassy Allcomers race, the usual scratch race for racing cars up to 2000 cc. There were nine cars in the grid four of which were really competitive. Fastest in practice was Tommy Reid's Brabham BT18 40 Vega, followed by John Poirer's BT10 BDF, Ken Fildes' Crosslé 25F Vega and Nelson Todd's similar chassis but with 2-litre Hart power. As the top four piled into Fisherman's on the first lap Reid got his back wheels on to the gravel on the outside and spun off into the bales restarting in eighth place while Pollock led from Todd with David Lamb third in the ex-Patsy McGarrity March 722 now with FVA engine, and Fildes with fourth. After five of the 20 laps things had apparently settled down to a pattern with Pollock in a comfortable 50-yard lead from Todd, Fildes a distant third and Reid gradually catching up in fourth place. By lap nine Reid had Fildes in his sights until the Crosslé suddenly disappeared in a cloud of smoke on the back straight. Poor Fildes added to entrant Luke Duffy's burden by being so intent on waving Reid that he steered into the Armco at Toyota Corner, formerly the Hairpin! Pollock's purse of money looked even safer on lap 12 when Todd lost his vizzor and began to slow but then the Pollock half-spun on to the grass at Toyota on lap 14 and before he got the engine restarted, both Nelson and Reid were past. Apparently the car had been jumping out of third and fourth gear for several laps and when this happened under heavy braking the back wheels locked up. Next it was the turn of Todd to suffer when the diff packed up on lap 17 and thus Reid took the lead and a surprise victory. The final drama came on the last lap when Pollock pulled into the pits before taking the chequered flag. But there were now only three cars running and his pit crew got him out again quickly enough not to lose second place to the pushrod BT23 of Harold McGarrity.

Feature race of the day was the Formula Ford event for the Wills Trophy. Interest was added by the return to racing of Jay Pollock in a new works Crosslé 25F Rowland and Jim Sherry also had one of these new cars which sports a very Formula 1 type air intake duct. Pollock surprised no one by being fastest in practice but the surprise of the day was Jim Sherry who was second fastest in practice, ahead of Crawford Harkness (Lotus 89), Gary Gibson (Crosslé 16F) and Harry Acheson (Merlyn 20A). Sherry

## KIRKISTOWN

# Reid's dramatic win

confirmed his practice form by taking the lead from the start with Pollock, Harkness, Eddie Jordan (Lotus 81) and Acheson in attendance while Gibson never recovered from a visit to the straw bales at Vauxhall which used to be called Colonial One. For three laps Sherry stuck manfully to his task and held off Pollock, but then the inevitable happened and the pair swapped positions under braking for the Hairpin. And that was the end of the racing. Pollock edged slowly away from Sherry while Harkness just kept the much improved Jordan at bay and Acheson was a lonely fifth.

For the first time this season Jackie Patterson was looking happy after practice. Up till this his DTV Frenza has been overshadowed by the Lotus-engined Vix of Des Donnelly but now someone had invested in one of these units for the Forfield team and Jackie had duly set fastest practice time. From the flag it was Donnelly who took the lead but Patterson was right with him and on lap three went past in a very forthright fashion going through Fisherman's. Donnelly tried to retaliate going into Toyota but left his braking impossibly late and was very lucky not to clout the barrier very hard as

Des Donnelly just holds off Jackie Patterson early in the saloon race



remaining challenger could do nothing about Wally's lead. Foyt fell away from the chase with but 15 laps to go, and after a couple of abortive stops which were spent searching for a cure to his turbochargers, AJ tried to limp to the finish. But it was too much to expect and the Coyote expired before Dallenbach reached the finish.

Into fourth, behind Mosley and McCluskey, came Martin after a consistently strong run with his privately-entered McLaren, while Sam Posey put in his best USAC showing of the year to take sixth just ahead of a closing lobby Unser.

Caldwell 500 200 laps									
Detailed Motor Speedway, September 2									
Qualifying									
1	W. A.	2	A. J.	3	P.	4	M.	5	N.
6	L.	7	S.	8	R.	9	G.	10	H.
11	B.	12	K.	13	J.	14	F.	15	D.
16	C.	17	E.	18	I.	19	O.	20	U.
21	V.	22	W.	23	X.	24	Y.	25	Z.
26	AA	27	AB	28	AC	29	AD	30	AE
31	AF	32	AG	33	AH	34	AI	35	AJ
36	AK	37	AL	38	AM	39	AN	40	AO
41	AP	42	AQ	43	AR	44	AS	45	AT
46	AU	47	AV	48	AW	49	AX	50	AY
51	AZ	52	BA	53	BB	54	BC	55	BD
56	BE	57	BF	58	BG	59	BH	60	BI
61	BJ	62	BK	63	BL	64	BM	65	BN
66	BO	67	BP	68	BQ	69	BR	70	BS
71	BT	72	BU	73	BV	74	BW	75	BY
76	BZ	77	CA	78	CB	79	CC	80	CD
81	CE	82	CF	83	CG	84	CH	85	CI
86	CJ	87	CK	88	CL	89	CM	90	CN
91	CO	92	CP	93	CQ	94	CR	95	CS
96	CT	97	CU	98	CV	99	CW	100	CX
101	CY	102	CA	103	CB	104	CC	105	CD
106	CE	107	CF	108	CG	109	CH	110	CI
111	CJ	112	CK	113	CL	114	CM	115	CN
116	CO	117	CP	118	CQ	119	CR	120	CS
121	CT	122	CU	123	CV	124	CW	125	CX
126	CY	127	CA	128	CB	129	CC	130	CD
131	CE	132	CF	133	CG	134	CH	135	CI
136	CJ	137	CK	138	CL	139	CM	140	CN
141	CO	142	CP	143	CQ	144	CR	145	CS
146	CT	147	CU	148	CV	149	CW	150	CX
151	CY	152	CA	153	CB	154	CC	155	CD
156	CE	157	CF	158	CG	159	CH	160	CI
161	CJ	162	CK	163	CL	164	CM	165	CN
166	CO	167	CP	168	CQ	169	CR	170	CS
171	CT	172	CU	173	CV	174	CW	175	CX
176	CY	177	CA	178	CB	179	CC	180	CD
181	CE	182	CF	183	CG	184	CH	185	CI
186	CJ	187	CK	188	CL	189	CM	190	CN
191	CO	192	CP	193	CQ	194	CR	195	CS
196	CT	197	CU	198	CV	199	CW	200	CX





Roger Clark/Jim Porter bring the Uniflo Escort home on the last stage, Corfuach

## BURMAH RALLY

# Masterful drive by Clark

By MARTIN HOLMES      Pictures by HUGH BISHOP

Roger Clark wins the RAC Rally Championship for the second year running after another predictable performance last weekend winning the Burmah Rally, held in South-West Scotland over eighteen special stages, seventeen of which were on forest tracks. With the usual mastery which makes one wonder why nothing ever seems to go wrong, Roger drove with care and precision over stages which caused many fancied drivers to leave the road, and his Esso Uniflo sponsored 2-litre Escort RS1600 behaved faultlessly. Scotland's master of the forest tracks, Andrew Cowan, at the wheel of a 1.8-litre Escort RS1600 owned and entered by Mogli Motors, Stirling, could not match the pace and finished 3½ m behind, whilst the first ordinary mortal home was Jack Tordoff in his Porsche Carrera RS a mere 8 s ahead of Paul Faulkner in his family-entered Escort RS1600.

It is not hard to see how Clark was invincible on last year's RAC and this year's Scottish, for the Burmah was typical of the rallies which based their events in certain areas, and if you master each of these events you finish with a pretty composite experience of the venues used by the Internationals. The Argyll area is more Scottish than RAC territory, and is one of the most popular of all the national events in Scotland, and indeed the quality of entry bore this out. Clark was honoured as last year's winner by starting number one, a duty he bears with fortitude, and rather than suffer surprise by running first through the stage he performs the trick of driving off route and waiting till a selection of other cars have passed through the stages. The car was the same as seen on recent events, and will be used again on the Manx though with an engine of unprecedented rally power next weekend. Number two was due to be current Scots rally champion Jimmy Rae but he withdrew leaving next in line the Safari winner Shekhar Mehta making, at

last, his long promised appearance on a British national event. His car was a Datsun 240Z first used as a Monte practice car and never previously rallied. He only returned to the UK from Nairobi the day before the Burmah and had no chance to test it, so sadly the car suffered many annoying troubles. Twice out of the six times Shekhar finished a stage he was able to show something of his, and the car's, true potential. Fuel injection was used and in every respect the car was similar to that used and crashed on the Scottish this year. Then came Andrew Cowan with his blue-and-white Escort; this is quite a craze, since Clark, Cowan, Taylor, Gallacher, Heggie and Pond all had cars this colour; then Taylor, whilst due at six but actually starting at 6½ after delays in finishing the car was the new Clarke & Simpson RS1600 for Lee.

At seven was due to have been Vic Preston Junior, a long time friend and rival of Mehta in East Africa, but the engine of his Escort failed on the journey to the start. Tony Fowkes' Cables & Components Escort was one of many cars due to make an immediate departure after the Burmah for the Isle of Man. If all went well, its driver pondering how on earth Castrol came to say in their advertisement that his 1700 motor was soon to be replaced by a full 2 litre—something he'd dearly like to happen, of course. Heggie appeared with an Escort which under its new colour scheme turned out to be none other than Clark's old gold rally car, it's driver having spent a financial interlude from Escort motoring with a Clan Crusader, entered by Burmah. Pat Ryan appeared with his new Rally Centre Mini with small 1400 cc motor, new shell with all enveloping roll cage—a sort of space frame in effect—and inclined rear shock absorbers, the 1500 engine being saved for the Manx. His fellow BL driver Brian Culcheth failed to appear.

Paul Faulkner and Barry Lee were using new 195 section German ultragrips for the first time under the guidance of Stuart Moggridge of Goodyear, whilst Tony Pond was proudly attending with the new Norman Reeves Escort which Fords are providing to replace the racer which David Brodie can no longer use this season. From Ireland came an almost unprecedented collection of drivers, folk well known like Sean Campbell but various drivers less frequently seen like David Lindsay whose brother Nick also entered, John L'Amie with a Porsche 911S and Miniman Tom Lawther who now has a Clan Crusader 005, although William McVicker withdrew from number 61 spot which Barry Lee eventually took over.

There is little point in changing a successful layout, and so the night then-day format for the 12 hour Burmah was kept. An innovation was the move to Dunoon for the start, a move prompted by the new roll on ferry service from Gourock but which gradually slowed down at the critical time for arrival of competitors and service crews, and threw many anxious crews into alarm as start time drew close. Hardly any change was made to the order or venue of stages, but in one major respect there was quite a different style. The weather during the night was very wet, causing a few arrows to fold around their posts and cause co-drivers to sometimes rely on their stage Tulip arrow instructions to take the correct course. Considering the prevailing conditions though, Lanarkshire Car Club coped admirably with things. The surface on many stages was incredibly greasy, whilst thearmac Rest and He Thankful had huge ponds of water lying inches deep.

The first car left Dunoon at 12.15 am for the short journey up to Loch Eck-side stage, a normally most attractive stage which runs straight alongside the loch. This time the sudden branches hung low over the track and misted windcreens obscured what little vision the headlamps could throw through the rain. It was a miserable night save for the most determined. One person who was to make this his night of glory was Tony Fowkes who shot along the stage to gain BTN. Meanwhile others had less luck. Pat Ryan stopped his Mini for a maximum, Mehta found all his tyre pressures had been set too low with a faulty gauge and had a puncture on top. But this was little compared with the grief that Stage 2, Ben Laggan, brought. It seems that Bill Taylor in the Royal Bank of Scotland Escort was the first offender in going off near the end, so his dutiful navigator Ian MacIver went back to warn on coming traffic. Tony Pond arrived on the very edge of control and caught the end of the other Escort and overturned, blocking the track completely. Colin Malkin arrived and soon summed up the situation, realised that it would need several hands to clear the wreckage properly, waited for more cars and then, when he thought it was clear, that the timing would have to be cancelled, he organised a rescue party. What he never knew at the time was that Clerk of the Course Ian Muir would have no intention of abandoning the timing. Meantime Fowkes failed to make a slight left-hander only a mile or two farther up the track and spun off the track in a manner he assumed would be harmless. Actually the grass was peppered with sawn-off tree trunks and once again the London driver was on his roof.

A diversion eastwards took in Rest and He Thankful and also the forest test at Ardgarten before the rally headed westwards again, further into the Argyll. The next major stumbling block was Minard, a long 11 mile stage which was so slippery it was scarcely on even at 40 mph average. Alistair Robertson went off at a sudden left hander whilst his fellow Saab team-mate, Mike Telford, in the old John Bloxham car, rolled at a sudden bend after the finishing line. Nick Lindsay went off and retired, which enabled his brother to cannibalise his car for its tyres, whilst Alistair Findlay had wheel studs shear. Drew Gallacher in the Wyllies Shellsport 2-litre Escort had the water pump seize and cause overheating, while Barry Lee had a fire to extinguish inside the car. He still





Draw Gallacher John Eyres with the Volvo Shellport RS splash through Ardgarren



Donald Haggie went well with his newly acquired Ild ex-Roger Clark Escort



Ian Wilson, current Scottish Championship leader on Minard 2 with his ultra-reliable Ascona.

passed five cars in that stage!

From Minard the route then lay northwards to take in the challenging stages to the west of Loch Awe. Here Shekhar was considering the best way to overtake the Lancia Fulvia of Alistair Peters when he caught a front wheel in a ditch which shot him into the scenery until William Fleming's Land Rover came along to pull it out. Fleming himself had already been off just before, which needed the help of the Old Woking service car to extricate it! Fleming's namesake, Ian, had already retired with a broken rear wish bone on his Imp whilst Arthur Jasper's Firenze abandoned with broken suspension.

Once out of the Aweide stages and after tackling Knapdale crews arrived at the break fast halt at Cairnban, where Ian Muir made his announcement not to scrub the Ben Laggan country. Malkin headed straight away across country to the Stocktonian and David Thompson likewise decided not to continue. The route from here took cars back to the

Cowal peninsula and then in the famous series of stages down towards the Clyde. The Clan had the common fan belt and sump-guard erosion problems, while Paul Martin (Escort TC) had a maximum when his throttle cable broke. The brothers Baillie had only two punctures to spoil an otherwise excellent run in Don Haggie's old Escort, particularly since they were only novices at the beginning of the year.

The cars passed through Dunoon on their way to the final stage at Corliarach before returning to the base at midday. Dan Grever was one who carried on after the Laggan disaster and at the end he was found to have dropped about 10 places through the delays. He rated that it had been a particularly smooth run for his old Volvo, a view greeted without complete endorsement. Another "old" car is the Cortina Lotus of Larkhall driver, Allan Arnell, who drove vigorously to 12th overall.

With Roger Clark's eighth win now secured (the only RAC championship events he did not win were the Circuit of Ireland and the Texaco, both in Ireland which he declined to attend) his second successive championship is assured. This means he is now three times champion after his successes in 1965, a feat nobody else has achieved since the series started with Bengry's win in 1960. The remaining four rounds in this year's series will now decide who will be his runner-up, with Jack Tordoff, the present favourite, with 26 points. Quite a lot by any standards, but just a little pale compared with Clark's 72.

1 Roger Clark 8m 40s 2 Andrew Cowan (Ford Escort RS1600) 10m 41s 3 Jack Tordoff 10m 42s 4 Paul Faulkner 10m 43s 5 Donald Haggie 10m 44s 6 Ian Muir 10m 45s 7 John Baillie 10m 46s 8 Allan Arnell 10m 47s 9 David Thompson 10m 48s 10 David Richards 10m 49s 11 Ian Wilson 10m 50s 12 Paul Martin 10m 51s 13 Barry Lee 10m 52s 14 Sean Campbell 10m 53s 15 Donal Haggie 10m 54s 16 Roger Clark 10m 55s 17 Jack Tordoff 10m 56s 18 Paul Faulkner 10m 57s 19 Donald Haggie 10m 58s 20 Ian Muir 10m 59s 21 John Baillie 11m 00s 22 Allan Arnell 11m 01s 23 David Thompson 11m 02s 24 David Richards 11m 03s 25 Ian Wilson 11m 04s 26 Paul Martin 11m 05s 27 Barry Lee 11m 06s 28 Sean Campbell 11m 07s 29 Donal Haggie 11m 08s 30 Roger Clark 11m 09s 31 Jack Tordoff 11m 10s 32 Paul Faulkner 11m 11s 33 Donald Haggie 11m 12s 34 Ian Muir 11m 13s 35 John Baillie 11m 14s 36 Allan Arnell 11m 15s 37 David Thompson 11m 16s 38 David Richards 11m 17s 39 Ian Wilson 11m 18s 40 Paul Martin 11m 19s 41 Barry Lee 11m 20s 42 Sean Campbell 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"It's this steam-roller approach that gets me down—the sweep of the broadsword and the urge to dominate everything within their vision."

By GRAHAM ROBSON

## Too much Ford

I was suffering from a painful disease. As far as I know it is still rare, maybe yet unique. It may not be fatal but has become extremely irritating. Put quite simply—I am suffering from the disorder which I call "Too Much Ford." I can't be at all sure when I first noticed the symptoms. Perhaps it was nearly 10 years ago when the first "Homologation-specials" really set in, or then again it could have been later when the Ford name started to appear (like a measles spot) on products that were not its own.

Certainly when things like the Mexico championships were invented I had no doubt about my condition, and once I began to see fleets of Capris and Consul GTs swimming unsteadily before my eyes (like the mistle you get in a migraine headache) I knew it was time to confess. I warn everyone that it may be contagious—you only need enough exposure and an unbiased approach for the germs to get a hold. There have been earlier mutations of this disease—I well remember Denis Jenkinson started the Too Much Moss epidemic, but we nearly all got Too Much GPDA at once.

But seriously folks . . . the problem is that wherever I turn in motor sport I see that blasted four-letter word, and I am beginning to despise it. If there's a formula to be dominated Ford will try to corner it. If there's room for a new one they will invent it. If there's space in a race meeting programme they will fill it with their cars. If one needs course cars, courtesy cars, publicity cars, long-term loan cars—there's a Ford for every occasion. Only the other day I was reading someone else's Daily Mail and discovered that the paper is sponsoring some sort of Lady Drivers' contest. Very good—but guess what—the final rally will all be run off in identical Ford cars! It's this steam-roller approach that gets me down—the sweep of the broadsword and the urge to dominate everything within their vision.

The Ford bandwagon got under way in 1962 when Ford of Detroit decided to win the Monte Carlo Rally. They planned everything—but forgot to advise BMC and Saab—and never made it. They also tried to buy Ferrari and were rebuffed, and after that there seemed to be no limit to the money and men they were prepared to throw into an all-out attack on motor sport domination. "Rallying—certainly, we'll spend a small fortune poaching drivers from other teams and build homologation specials in questionable quantities. Sports car racing—of course, we'll buy our design talent in Britain, then use American technology to ensure victory. Formula 2 racing—why not, we'll hire that bright young man from Northampton to design an engine for us. Formula 1?—well, wait a bit, but later we'll get that nice man from Northampton to do the whole thing himself. We'll put the Ford name on the

engine but the public will never know it isn't ours. Prototype sports cars?—OK, let's back Len Bailey's design, and add our Northampton engine—that should be good enough!"

But it didn't always work out like that. Formula 1 and 2 success came at once because Keith Duckworth was brilliant (and so was Jim Clark), but rallying and sports car race wins took time, vast amounts of money and lots of re-design. There was also the little matter of Stuart Turner and his BMC team at Abingdon to embarrass them for so long. By 1969 they still weren't winning enough (Great heavens—even after four Le Mans wins and the Lotus 49, who needs more?) and the latest homologation special—the Escort TC—wasn't competitive. Ford then hired their Northampton branch to make a real racer of it, added non-standard German transmissions for strength, and hired the old-enemy Stuart Turner to run the show. "Rallying management—certainly, we'll attract that nice Mr Turner from Castrol. He seemed to know a thing or two at BMC so he should be good for us."

But even when it was clear that Formula 1, Formula 2, Formula 3 and the saloon car races were all "Formula Ford" they went ahead and invented another racing formula—and called that Formula Ford. A bit later John Webb was looking around for another formula with which to confuse us all, and—hey presto—there was Formula Atlantic which immediately became a Ford preserve. There was soon a Ford Mexico championship which proved only that most immature racing drivers are also bone-headed and callous bargers, and then we have had a series of so-called celebrity races where the main object was to parade fleets of identical Fords in front of a crowd and let a lot of people who should know better make fools of themselves. If this sort of event was a rarity perhaps things might be more sane and normal, but since the drivers all think Ford are merely providing playthings for their amusement they might as well wreck them, nerf the opposition, indulge in dramatics, and leave a nasty taste in lots of mouths.

But this huge rash of four-letter words—Ford to left, Ford to the right, volleyed and thundered—wasn't confined to the racetrack. There was also a completely ludicrous good conduct football championship (who remembers it cost more than £100,000 and was won by a Fourth Division team?), the sponsorship

of Joe Bugner, the cars in TV series, the course cars for many race meetings, and the hard-to-sell Mk IV Zodiacs on permanent loan to a lot of racing drivers.

And all in the cause of what? If it was for marketing purposes, to sell more cars, to increase one's market share, then it doesn't appear to have worked. Getting percentages and sales out of the SMMT is like getting blood from the proverbial stone—at least where ten-year-old figures are concerned, but there's little evidence in the motor trade that Ford's share has blossomed. The Anglias, Cortinas and Zephyrs of 1963 were as good (of their day) as today's Escorts, Cortinas and Consuls and didn't need gimmicks to sell them. Furthermore, there's no evidence that ten years of flat-out competitions has really improved the production car—drive an 1100 Escort or a 1300 Cortina if you don't believe me. If there was—how is it that whenever Boreham take a full-house RS1600 over to the Engineering Centre at Dunton, all the engineers fall about and refuse to believe it ever was invented at Ford?

Apart from bringing themselves loads of success that has not apparently been translated into sales, this sledgehammer attack has led to the withdrawal of other firms from the sport. How else can one explain Lord Stokes' vehemently anti-competitive public statements (I have some on tape for my new book, and believe me, his views haven't changed a bit), or the pale efforts of Chrysler and Vauxhall?

Dear reader, you should by now have realised the seriousness of my complaints. You may ask why it has struck me first, when other more august members of the motoring press have remained unaffected? It could be that such people have become well and truly immunised by constant exposure to Ford's favours, which I have not. Not for me one of the sponsored competition entries, nor even the long-term loan of a car which some most respected writers seem to command. In this case I am as uncompromised as a Blain or a Breach—and it all serves to confirm that I am suffering from Too Much Ford. They say that the only way to cure a drug addiction is to undergo withdrawal therapy; the only way Too Much Ford is to be cured is by gradual withdrawal of Ford themselves. Mr Turner and Mr Hayes—will you help me?

ShellSport Mexico at Brands Hatch. Anything for Ford publicity?







This year's ETC champion Toine Hezemans takes the works BMW to another win, having just lapped the Brun BMW

PAUL RICARD

# Hezemans/Quester and BMW do it again

By PAUL KING Pictures by PHIPPS PHOTOGRAPHIC

Both the drivers and the manufacturers championships in this year's European Touring Car Championship were decided at Paul Ricard Circuit last Sunday in the penultimate round of the series. Toine Hezemans sharing a works BMW CSL with Dieter Quester claimed the drivers trophy, by taking a close victory over the Jacky Ickx/James Hunt Jaegermeister car. Jochen Neerpach will collect the manufacturers trophy for BMW as they have now amassed 130 points over Ford and Alfa Romeo, who have scored 106 each, the latter being lucky to score points in last Sunday's race as both Autodelta cars blew up.

Ford of Germany had pinned their hopes on their two Capri RSs with Jackie Stewart having his third race of the year in the outfit. Sharing the car with Jochen Mass, they were delayed as early as the first lap with overheating, although once the radiator was changed the car ran well for some time until the fuel injection system played up, and Mass had to eventually nurse a sick car home in the final hour to fifth place. The John Fitzpatrick/Gerard Larrousse car was running well for the first couple of hours until it had to retire with a broken valve retainer.

The Amon/Stuck and Pescarolo/Wollek BMWs both took turns to lead, but the former's works car got stuck in fifth gear at half distance and eventually finished third while Wollek retired while leading when the crank broke on the Schnitzer-Motul car. In fact there was a high casualty rate for only 12 cars were classified out of 26 starters.

## ENTRY

The South of France was the setting for round seven of the European Touring Car Championship, this now being the penultimate round after the recently announced cancellation of the Jarama race. The Paul Ricard circuit usually receives a first class entry for this race with a few guest drivers from Formula 1, and last weekend was no exception. A crucial round of the German championship claimed one or two of the regulars, Glemser for Ford for instance, and Peltier and Menzel for BMW. However appearances by Jackie Stewart, Jacky Ickx and James Hunt more than made up for these absences.

BMW outnumbered Ford in the big Division by over 2 to 1, the two Jaegermeister-sponsored Burkhardt Bovensiepen BMW 3.0 CSLs at the top of the list headed by Brian Muir's Malcolm Gartlan Racing model which started practice with a rather tired 3.3 motor, it had already done nine hours at Spa and four hours at Zandvoort, plus much testing at Silverstone. Partnering Yogi was John Miles who has joined the team on the last couple of Ricard rounds, two years ago with a Camaro and last year with the Capri. The second car

was in the actual orange Jaegermeister colours this being in the hands of James Hunt, having his second drive for the team, and "freelance" racing driver Jacky Ickx, Niki Lauda (next year's Ford recruit) still having trouble with his wrist injury. This was a new 3.5 engined car and hadn't turned a wheel until Friday's official session, and so needed some sorting.

BMW Motorsports GmbH arrived with their usual quota of 3.5 CSLs, unchanged since the Dutch round. The Dunlop-shod cars had the usual driver pairings of Drivers Championship leader Toine Hezemans and Dieter Quester, while Chris Amon and Hans-Joachim Stuck shared the other car. The works team have been the most successful outfit in this year's series having won at Nürburgring, Spa and Zandvoort, and with an 18 point lead to BMW over Ford in the series the '73 championship was nearly theirs before Ricard.

The Schnitzer-Motul CSL arrived early in the week for this year's long distance sports cars ace Henri Pescarolo to do some testing, trying Firestones as well as Dunlops before settling for the latter for the weekend. Bob Wollek returned to the fold having his first race in the car since Montory Park.

The remaining two private 3.0 CSLs were both Alpina tuned, a rather uncompetitive 3.0 version which arrived for first practice, although its German drivers Sigmund Ogradowczyk and Siegfried Muller didn't, and the Firestoned 3.5 of Walter Brun and Cox Kocher.

Main attraction in the Ford Germany garage was of course world champion elect Jackie Stewart who was partnering last year's saloon champion Jochen Mass in one of the few remaining 3.0 Capri RSs. Stewart really enjoys his saloon car racing for he says it reminds him of his Saturday afternoon racing in the early days. Both the Stewart/Mass car and the John Fitzpatrick/Gerard Larrousse car were unchanged from the previous Dutch round, although owing to contractual obligations Stewart was running on 16 inch Goodyears as opposed to the second car's 15 inch Dunlops. With wings and things sprouting on the BMWs Michael Kranefuss could hardly be as confident as last year when Ford scored a clean sweep in this race. He had intended to slot Emerson Fittipaldi into the team but Emerson's ankle injuries ruled him out, Francois Cevert's name was also being bandied about but that also failed to materialise. Completing division 2 was Jean-Claude Geurle's private outfit, which had two Capri RSs at the disposal of himself and Serge Godard.

New parts not being ready for the Alfa Romeo Alfetta meant that Autodelta had to rely on their two, 2 litre GTAs for Teodoro Zecchi and Walter Dona, back up by Carlo Facetti and Spartaco Dini. With the cars now in their third year it's hardly surprising that Alfes haven't dominated the points table this year as they did last year when there was a 1300 class. Rob Redeker and fellow Dutchman Peter Van Zwam had the only other Alfa in the race, this being the former's 1200 GTA.

Ford had to be favourites in Division 1 however by sheer weight of numbers. Peter Hanson is having a pretty successful season both in European and British GT racing, and as usual, for this endurance race, his 2 litre Barbarians Broadspeed Escort RS was shared by John Hanson who is unrelated to Peter. Another successful British and European Escorteer is Andy Rouse, and he had his regular VW Motors/Team Esso Uniflo RS for himself and team patron Vince Woodman, its only tweak since Brands being a larger fuel tank. Rouse's car was Broadspeed powered, while Manfred Mohr's Zakspeed car stayed in Germany for Dieter Glemser to drive in the German championship round at the Ring. Mohr wasn't without a drive however, for he joined the Terzi prepared Jolly Club team for this race only to share their RS with Luigi Colzani. Belgium was represented by "Alain Dex" with a Welcker prepared RS in the Racing Team Michel Vaillant entry for himself and journalist/mechanic/racing driver Pierre Dieudonne. Completing the Ford representation were the two Spanish Escorts of Rafael Barrios and Joseph Uriarte which were shared by Emilio Zapico and Hervé Le Guellec respectively. The Ernst Berg/Karl Heinz Leibold RS didn't qualify after practice problems.

Audi NSU France entered a rather uncompetitive 1871 Audi 100S for Daniel Dupre and Jean-Claude Boucher, the rest of the entry being made up of a BMW 2002, Opel Mantas, an Ascona, a Cooper S and a Fiat 128C.

## PRACTICE

Pole position was decided in the first 10 minutes of Friday's two and a half hour session, which was unusually cool with a stiff breeze, while the second session for one hour on late Saturday afternoon was held in much hotter weather and on a much more slippery circuit after various other races and practice sessions. Stuck claimed the premier position for the works team using a 3.3 litre unit. The larger 3.5 motor was installed for Saturday while the gearbox was also changed after an air problem. Amon got



to within 0.4 s of the German's pole winning time of 2 m 08.9 s after being nearly 2 s slower on Friday. The Hezemans/Quester car also changed from the smaller to the larger engine between sessions together with replacing the gearbox, and although both cars were running on Dunlop 418s, the Dutchmen would have felt much happier on 870s. Anyway he was going quick enough to do 2 m 09.5 s, 0.4 s quicker than his Austrian co-driver.

Splitting the two works BMWs on the front row was the Pescarolo/Wollek Schnitzer car. On Friday the car was plagued with a blown head gasket and only did one or two laps at a time. Wollek only did one flying lap on Friday when he did 2 m 12.5 s, which happened to be 0.3 s quicker than the Matra sports car driver, although Wollek had not driven the car for some time. When the engine was changed, Pescarolo put matters straight by recording 2 m 09.0 s, the car now really flying with the new demon Schnitzer 3.5 motor installed.

Most of the quicker drivers were complaining that they never got a clear lap in as the two very long straights and the slight twisty sections caused the BMWs and Capris to be frequently caught behind some of the rather slow Division 1 class cars. Stewart said he never got one perfectly clear lap in the whole of practice, his quickest of 2 m 10.9 s proving his point, but Mass went 0.6 s quicker in the first session to land on the inside of the second row. After a trouble-free session on Friday the German Capri RS developed an oil pressure problem on Saturday. After work on the system, the problem still remained unsolved on Sunday morning: a unofficial practice session so a quick engine change was effected, seven German mechanics effecting the operation in under three hours.

Fitzpatrick's sister car was over a second slower on Friday, but the Englishman was running softer springs than the German so these were changed to a harder type. The car failed to go quicker on Saturday for it was continually on the boil. The radiator was changed but that failed to solve the problem. It was thought that both radiators used still had some good old Zandvoort sand in them, so instead of changing the engine on Saturday as was originally planned yet another new radiator was fitted and this did the trick. Fitz's 2 m 11.2 s was good enough for the inside of the third row, his French co-driver Larrousse being some 1.7 s slower.

Joining the No 1 Ford on the second row was the Ickx/Hunt CSL, the Belgian putting up a very creditable 2 m 10.7 s on Saturday with the new car, after Friday was spent sorting the car. Major problem seemed to be locking rear brakes which caused the Henketh driver to spin on one occasion at the tricky corner before the pits, but Hunt still managed a time just 0.2 s slower than Ickx, after being a second quicker on Friday.

Last of the competitive times was put up by the second Jaegermeister car of Muir and Miles. Muir lying second in the European saloon drivers championship at the moment did 2 m 12.1 s on Friday before the tired 3.3 engine was changed to a brand new 3.5 version on Saturday. "Yogi" reckoned it should have had more miles on the clock for it was still a little too new and Miles couldn't get to within one and a half seconds of Friday's best. The Gertien managed car was thus on the third row, sandwiching the second Capri and the Brun/Kocher Alpina 3.0 CSL in which Brun was some 3.2 s slower than Muir.

The Hansons were already dominating the 2 litre class. Their Broadspeed RS had a bit of a handling problem in the first session the car being too stiff at the back and too soft at the front, but things were sorted out by Saturday, and they bettered their Friday time by 1.4 s to land on the fourth row with 2 m 16.2 s. It was good to see the British entries well up in this division, for joining the Barbarian Escort on the fourth row was the VMW Motors car. Before a good time could be recorded on Friday, the head gasket on their 1850 Broadspeed unit failed so a smaller 1840 engine was fitted. This upset the

GRID POSITIONS		
Amon/Stuck (1.5 BMW CSL) 2.090	Seana 1 Mass 3.0 Ford RS 2.101	Quester/Hezemans 3.5 BMW CSL 2.095
La Masse/Fitzpatrick 3.0 Ford RS 2.112	P. Henson/J. Hanson 2.0 Ford Escort RS 2.142	Ickx/Hunt 3.5 BMW CSL 2.107
U. B. Le Guec 2.0 Ford Escort RS 2.189	Facetti/Dini 2.0 Alfa Romeo GTAM 2.214	Muir/Miles 3.5 BMW CSL 2.121
Zecchi/Dona 2.0 Alfa Romeo GTAM 2.241	Pescarolo/Wollek 3.5 BMW CSL 2.285	Woodman/Rouse 1.8 Ford Escort RS 2.178
Henne/Vroe 1.8 Ford Escort RS 2.245	Reeder/Van Zelm 1.5 Alfa Romeo GTAM 2.270	Gertien/Godard 3.0 Ford Capri RS 2.191
V. de Vries 2.0 BMW 2002 2.272	Pancake/Cockcroft 1.8 Alfa Romeo 2.294	Quaker/Bauchop 1.8 Alfa 1900S 2.400
		Ossard/Dieudonne 1.8 Ford Escort RS 2.262
		Masset/Rubini (1.8 Cooper S) 2.379

fuel injection progression for the air box had never been fitted to the smaller engine before, but fortunately the team managed to straighten this out during the unofficial testing on Sunday. Rouse was over 3 s quicker than Woodman with 2 m 17.8 s.

The two Spanish-owned Escorts couldn't have been more evenly matched both recording 2 m 18.9 s, Barrios in the second session in his own car while Le Guec was a second quicker than his car's owner Uriarte in the AVJ tuned model. The Gertien/Godard Capri RS lapped consistently throughout both sessions to post a 2 m 19.1 s to finish on the outside of the fifth row.

Both Autodelta Alfas were reliable if not quick, Facetti being the quickest with 2 m 22.8 s recorded in the final session while his co-driver Dini was 1.3 s slower, his time being matched by Zeccoli. Facetti/Dini were on the inside of the sixth row, while Zeccoli/Dona were in the same position one row farther back. The Jolly Club Escort was lucky to split the Alfas, for the fuel pressure was playing up continually on Friday. The quick lap was put in by Mohr on Saturday with 2 m 22.8 s even though he only did five laps with a slipping clutch. Their Novamotor engine broke a valve on Sunday morning so a well used motor had to be hurriedly installed. Joining the second Alfa on the seventh row was the Ogrodowczyk/Muller BMW which only practised on Saturday and had a wheel problem before recording 22.2 s, and the Alain Dex/Pierre Dieudonne Escort RS which changed from an 1850 to an 1870 Welcker BDA after Friday and then broke the limited slip diff after a handful of laps on Saturday; Dex's 26.0 s was the only remaining quick time.

## RACE

The cars assembled on the grid just before 11.30 am and were then allowed a couple of warming up laps. Ford hopes were already on the wane when Mass reported the water temperature needle was off the clock but there was nothing they could do on the grid so the German did the first lap, rushed into the pits and the radiator was changed in five minutes which cured the problem. Another Ford in trouble before the start was the Jolly Club Escort, a wire in the transistor box having been broken during the quick engine change and he didn't get away until the leaders were on their ninth lap.

Pescarolo rushed off into the lead and at the end of the first lap he already had a big lead over Quester, Ickx and Amon, then Fitzpatrick, Muir and Brun. Peter Hanson was in eighth place and leading the smaller class as expected, although he was being shadowed by Rouse. After 5 laps the Moult car had a 4.5 s lead over Amon who had moved up on laps two and three. The Muir BMW and Fitz's Capri were locked in combat while by now Mass was circulating very quickly when the slow back-markers stayed out of the way. Rouse's first of

three early stops to investigate overheating and after he had completed only 14 laps it was decided to remove the engine, change the head gasket, and flush out the water from the places it shouldn't be. Once this major operation had been completed the car returned to the race in the last hour but, of course, wasn't classified. This relieved the pressure from Hanson, and from that point on he never lost the class leadership.

As the leading Schnitzer car maintained a lead of around 4 s over Amon, Ickx and Quester, Fitzpatrick got the Capri ahead of the Gertien BMW although they were never separated by more than a couple of seconds during the first hour. Hanson, still going comfortably behind Brun was being caught by the two bigger cars of Ogrodowczyk and Gertien, the Capris demoting the English car a couple of places on unlucky lap 13. Quite a way behind Hanson now was the Facetti Alfa and the gap was widened even further on lap 17 when the Alfa spun before the pits. It was also on this lap that Ogrodowczyk coasted into the pits to retire with a blown engine. By lap 18 Mass was in the reckoning in 13th place behind "Dex" and the Zeccoli Alfa but three laps later he was in the pits again, this time with trouble with the fuel injection. Just over 2 m later he was out again, then in again for further repairs finally going out 1 m 36 s later, still in 13th place but with two laps to make up on the Alfa and four laps behind the leaders.

There was a surprise at the end of the 21st lap when Amon came round just ahead of Pescarolo, the New Zealander holding the lead on the completion of the first hour (27 laps), so as he could make as much money as possible by leading after each hour. Just a tenth separated them, 0.8 separating Quester and Ickx who had swapped places a couple of times just before the one hour mark, Muir was now holding Fitzpatrick off by half a second, and so this looked to be developing into an exciting endurance race. Brun, Gertien and Hanson were a couple of laps down, the latter now leading Division 1 by half a lap from Facetti, "Dex" and Zeccoli; a minute separated this trio. The Spanish Escorts were already out of it. Uriarte after eight laps and Barrios doing little better and completing 12. Pescarolo collected the lap record on his third tour with a 2 m 9.9 s.

Amon relinquished his lead to Pescarolo two laps into the second hour and again the Frenchman extended his lead to about 3 s, while Quester now started to pull away from Ickx as a front tyre was starting to go off on the Jaegermeister car. Muir was still fractionally in front of Fitzpatrick, although now Mass was behind his team-mate on the road, and it was while under pressure from the two Capris that Muir made a bit of a mistake before the pits, ran wide and let the two Fords through although Mass was some five laps behind in 11th place ahead of Zeccoli and Dieudonne who had now taken over from "Dex".

With the leading six cars still on the same lap the pit stops were going to prove vital.



# BRITAX 1973 CHAMPIONSHIP

Castle Combe, 27th August, 1973

Class A Roger Bell

Class B Bernard Unett

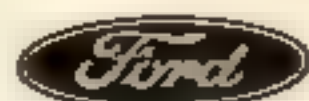
Class C Ivan Dutton

Class D Tony Lanfranchi

## Competition leaders to date :

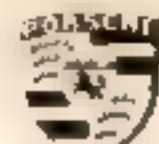
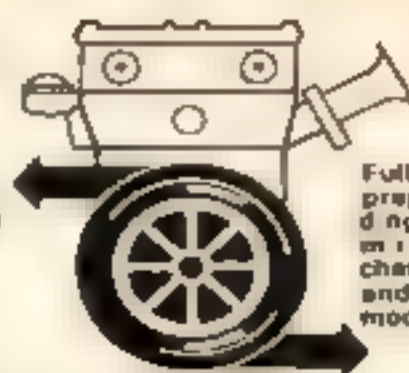
1st Bernard Unett	...	...	32 points
2nd Ivan Dutton	...	...	31 points
3rd Tony Lanfranchi	...	...	27 points
4th Roger Bell	...	...	19 points

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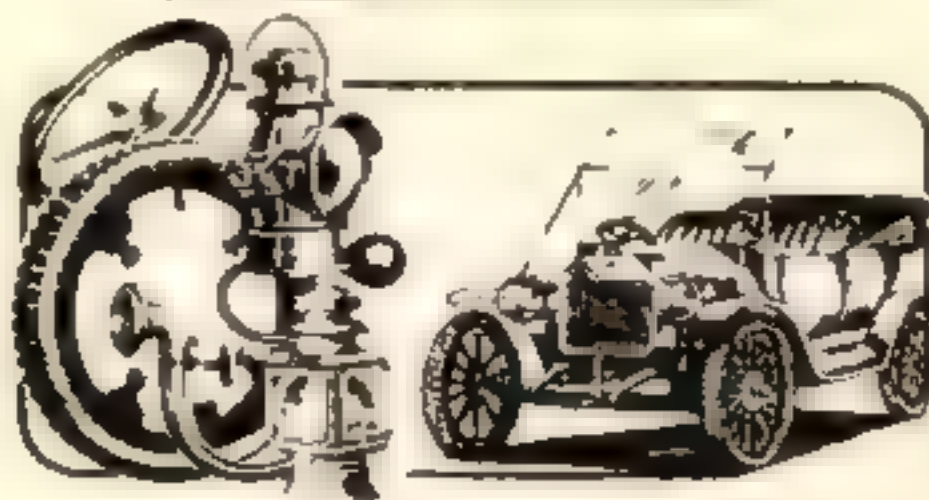
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It took Stuck just 40.1 s to take over the second placed BMW on lap 41, while a couple of laps later Pascariolo handed the Schnitzer BMW over to Wollek in just 29.4 s. Wollek retained the lead albeit 3.8 s ahead of Ickx who eventually pitted one lap short of 50 laps. Their stop lasted a minute which dropped it behind the leading trio of BMWs and Fitzpatrick's Capri. Quester's stop was even quicker than the Motul car and so at the end of 50 laps the order was: Wollek, Stuck, Hezemans, Fitzpatrick, Hunt and Muir.

Muir's engine had started to overheat a little earlier and so he lost touch with the Capri, while Mass was now making ground fast, taking the 2 litre leader on the 42nd lap. When Muir pitted on the 50th lap the German mechanics had a close look at the engine, and Miles went on his way some 1m 13 s later. Just on the two hour mark, Stuck retook the lead to claim another hourly bonus for Jochen Neerpach, while John Fitzpatrick completed his first stint and handed over to Larrousse in 30.6 s. John Miles did eight laps before returning to the pits, and the overheating was investigated again, but after doing another three laps in two stints the car was sadly retired with a broken head gasket.

Meanwhile Stuck and Wollek were still following each other closely, Hezemans being a minute behind at 70 laps and Hunt completed the leading quartet. Ford chances took another blow 10 laps earlier when Larrousse retired to the pits with a broken valve retainer, Mass inheriting fifth place. Although the Mass/Stewart changeover took one and a half minutes they didn't lose their place to Kocher who had earlier taken over the Brun Alpina BMW.

BMW looked utterly supreme at half distance and only a major disaster would rob them of victory in this race and the ETC. There was quite a major turn of events however just on the halfway mark, when the leading BMW failed to show, Wollek returning on foot 15 minutes later to report a broken crank. At the same time Hunt stopped to change a front tyre, James staying in the car and being sent on his way after one and a half minutes. And so at the half way mark Stuck led by a lap from team-mate Hezemans and Hunt. A further lap down was Kocher, a comfortable three laps ahead of Stewart, his Capri now flying and with no signs of trouble at all. Godard was on the same lap as Stewart in the Geurie Capri, while another two laps down was John Hanson's class leading Escort. The two Alfas were circulating, a lap behind Hanson, being led by Teodoro from Dini. However three laps later Teodoro blew his Alfa quite mightily and that was the end of that.

Shortly after three hours the leaders

started making their second pit stops. Hunt was the first of course, then John handed the Broomspeed Escort over to Peter Hanson with little delay. On lap 82 Stuck brought in the leading BMW to take over Amon, which was effected in 30 s. However, next time round Amon slowed right down with the car stuck in fifth gear, which is where it remained for the remainder of the race. A tyre change had to be effected on the Hezemans car when it was handed over to Quester, and when it left the pits after 83 laps it was threequarters of a lap behind its ailing brother and a lap ahead of Hunt. Stewart took over fourth place when Kocher made his scheduled stop on lap 96 to hand over to Brun in 1 m 14 s. Geurie was stuck in the pits for three and a half minutes trying to sort out a fuel pressure problem returning to the pits after a further four tours on lap 94 for further investigations allowing Hanson into sixth place.

Fifteen laps after its pit stop Quester had caught and passed the ailing Amon, Hunt doing likewise a couple of laps later. Shortly afterwards the four hour mark went up, on the completion of 106 laps with Quester leading by only 10.6 s from Hunt; the Jaegermeister car would undoubtedly have been leading if they hadn't had the front tyre problem. Amon was on the same lap but going six or seven seconds slower but still four laps ahead of Stewart. Brun was two laps behind the Scotsman and three laps ahead of Hanson. Geurie was almost a lap behind the Division 1 leader while Facetti only lasted another 10 laps before his Alfa's engine blew. However he did cover sufficient distance to be classified in the results and so gain valuable manufacturers points.

Amon came in the pits five laps into the fifth hour for Stuck to take over for the final stint. The car was stationary for 4 m 44 s while the mechanics looked at the gear linkage. There was little they could do, so the German was sent on his way in fifth gear to soldier on to the finish. The Jaegermeister team made a real mess of their stop on lap 115 for as Ickx was about to leave it was discovered that one of the rears from Muir's car had been fixed to the front of the still healthy orange car, and so a total of two and a half minutes were lost. They remained a second place however, for Stuck was already three laps behind and now being hauled in fast by Stewart who was on the same lap. The sole remaining works Capri never got a chance to tackle Amon for he pitted to hand over to Mass on lap 116. The stop only took 36.6 s and Mass charged out of the pits one and a half minutes behind Stuck. With the German Ford pilot 5 s a lap quicker than the German BMW driver, Ford looked to be heading for third place. However faces in

the Ford camp suddenly dropped when Mass returned to the pits after 11 laps to report a misfire. Three laps were lost, as the problem was diagnosed as possibly a broken valve. The sick Capri was sent on its way although now only one and a half laps ahead of the constant Brun Kocher car.

The Hansons weren't taking any chances and their final stop was as quick as the others. Hezemans was being cautious, and a couple of tyres were changed before he took the leading car out for the final stint. It was when Mass made a further stop that Kocher inherited fourth place, five laps behind the leaders and with 45 minutes to go.

Ickx was catching Hezemans all the time, but the Dutchman was being kept well informed of the Belgian's whereabouts and when the flag was shown after six hours just over 20 s separated them. The Stuck/Amon car crawled home third eight laps behind and a couple of laps ahead of the reliable but much slower Brun Kocher car. Mass struggled home fifth after being lapped by the fourth placed BMW just before the end, while the Hansons were delighted with their sixth overall and class win. They ran on the same Dunlop 418s throughout, and their only problem was fumes in the car. Except for the fuel pressure problem at half distance the Geurie Capri also ran consistently to finish seventh and sixth in Division 2. The Opels lasted well to finish second and third in the smaller class. Franz Heino's Mania, co-driven by Gerrit de Vries leading the Jacques Panzatic/Jacques Colombo Ascona. After Dieudonne spent 1 h 10 m on the circuit changing the metering unit on the Weicker Escort, they carried on to claim fourth in division 1 and to be classified 10th overall. The Jolly Club Escort went well in the early stages after its delayed start, but then a whole host of problems intervened including no fuel pressure when the tank was a third full; batteries were used 10 to the dozen after the dynamo broke, while the starter motor and suspension also broke at one stage or another. It was still classified 11th however, a hard earned reward for sheer persistence. The Facetti Dini Alfa was the only other classified finisher even though the VW Motors car was running at the end.

Paul Ricard Circuit, September 2  
European Touring Car Championship, round 7 & 8

	Pos	Driver	Team	Time	Points
1	1	Stuck	BMW	4:00.1	10
2	2	Wollek	BMW	4:03.9	8
3	3	Hezemans	BMW	4:09.7	6
4	4	Hunt	BMW	4:10.1	5
5	5	Mass	Capri	4:14.2	4
6	6	Hanson	Escort	4:14.8	3
7	7	Geurie	Capri	4:15.1	2
8	8	Brun	Alpina	4:15.1	1
9	9	Facetti	Alfa	4:15.1	0
10	10	Dieudonne	Escort	4:15.1	0
11	11	Heino	Mania	4:15.1	0
12	12	De Vries	Mania	4:15.1	0
13	13	Teodoro	Alfa	4:15.1	0
14	14	Dini	Alfa	4:15.1	0
15	15	Kocher	Alpina	4:15.1	0
16	16	Stewart	Escort	4:15.1	0
17	17	Neerpach	BMW	4:15.1	0
18	18	Miles	BMW	4:15.1	0
19	19	Godard	Capri	4:15.1	0
20	20	Teodoro	Alfa	4:15.1	0
21	21	Dini	Alfa	4:15.1	0
22	22	Kocher	Alpina	4:15.1	0
23	23	Stewart	Escort	4:15.1	0
24	24	Neerpach	BMW	4:15.1	0
25	25	Miles	BMW	4:15.1	0
26	26	Godard	Capri	4:15.1	0
27	27	Teodoro	Alfa	4:15.1	0
28	28	Dini	Alfa	4:15.1	0
29	29	Kocher	Alpina	4:15.1	0
30	30	Stewart	Escort	4:15.1	0

Against the Ricard setting of mountainous country, the sparse saloon car field sets out for the 6 hour race.





Michel Leclerc's works Alpine-Renault took maximum points in round 10 of the John Player Formula 3 championship which supported the ETC race at Paul Ricard last weekend. However by finishing second Jacques Laffite now comes to within nine points of the championship lead as present leader Alan Jones only finished eighth. The French occupied the top four positions, Masami Kuwashima again showing that the Reynard March is about the best English car for splitting the Martins and Alpines by finishing fifth. This race was much more exciting than the JP round which supported the Grand Prix last July and so with Formula 3 picking up again recently let's hope that John Player will continue their valued support next year.

## ENTRY & PRACTICE

The large entry was split into two for practice purposes only as there was only the one race and a few cars would not qualify. This most

## FORMULA 3

# A French domination



Britishers Wilds and Brise were outpaced by the French

probably accounted for the lack of British support, only this year's leading Formula 3 lights making the trip down south. The Swedes also stayed at home as they had their own championship round.

A full grid is shown below, and it was not surprising to see the first four rows being occupied by Frenchmen, the show being led by Christian Estuén's Motul La Defense Mondiale Martini 04 a quicker than Jacques Laffite's BP Martini. There was drama in the Alpine camp for a change, Alain Serpaggi's motor breaking in the Saturday morning session, so that had to be changed in time for the race that afternoon.

Alan Jones' DART GRD 373 got down to some quick lappery on Friday's cool practice session, and the team changed to a fresh Vegantune in time for Saturday's hotter session. His time of 1 m 21.3 s was still good enough for the fifth row however. Andy Sutcliffe was down to drive the Baly March as Ian Taylor was ill, but after a couple of days in bed Taylor felt fit enough to drive, his 21.5 s being good enough to share the sixth row with Masami Kuwashima's Reynard Racing March 733 which was 0.1 s quicker. A wheel on the Reynard car was damaged when Masami was confronted with a spinning Italian.

Mike Wilds pronounced himself very happy with the Dempster March, being 0.1 s quicker than Tony Brise's Kent Messenger March, which had a slightly damaged monocoque after a minor shunt at Silverstone the previous Monday. Two thirds of the way down the grid were Mo Harnes' Modus March which was overheating, Russell Wood's Chequered Flag March which still lacks horses especially when he comes to Ricard, while Pedro Passadore (DART GRD) and Tony Rouff's GRD were both visiting Ricard for the first time. Danny



Jacques Laffite's Martini heads Estuén, Cudini and Leclerc

Brabham withdrew, the car remaining in England for further development, and "Teleco" and Leonel Friedrich failed to show up.

## RACE

The race was held on Saturday afternoon on the shorter Ricard circuit. It was a massed jump start although the only cars penalised were Mike Wilds and Italian Luciano Pavesi (Brabham BT41) even though the officials admitted there were more. As it was, Laffite rushed off into the lead from Estuén and Alain Cudini's Elf Martini, while Jones was on the tail of the leading French group in ninth place. On lap two both Passadore and Sullivan were eliminated at the fast right hander on the back straight in avoiding some spinning French middle-men, while a lap later Estuén and Cudini tangled, Estuén coming round sixth and Cudini last. Taylor was already in the pits having the nose of the Baly March repaired after being involved in the second lap fracas.

On the fifth lap Wilds moved ahead of Jones, Kuwashima following suit a couple of laps later, while everyone moved up a place on lap eight when Estuén retired with a broken accelerator pedal. By one-third distance Wilds was sixth ahead of Max, while Laffite's large lead had started to dwindle as the fuel pressure got less and less. Michel Leclerc's Alpine-Renault was now second ahead of Bernard Beguin's Shell Martini, Jean Ragnotti's Anter March and Serpaggi.

Wilds' sixth on the road looked unsafe as the Japanese driver demoted Max on lap 11, and sure enough Kuwashima was through to sixth place at half distance (16 laps). Two laps later and there was a new leader, Laffite dropping to second, although well ahead of Beguin and Serpaggi. The positions remained static for the remainder of the race, the Alpine taking a comfortable 6.3 s win. The Dempster March found itself in eighth place on lap 18 at the expense of Lucien Guittany's Alpine-Renault, while Kuwashima inherited fifth place on lap 23 finishing 1.4 s ahead of Ragnotti who was under pressure from the private Alpine at the end. Tony Brise had been driving steadily through the field, and when Wilds missed a gear on the penultimate lap Tony was through into eighth place. Unfortunately Brise mis-read the finisher's "one lap to go" signal, and thinking that the race was over he let Wilds, Jones and Max through, although with Wilds' penalty Brise managed to salvage a disgusted 10th place.

John Player International Formula 3 Championship, Round 10, September 2, 30 laps

1. Michel Leclerc (Alpine-Renault Dufort A364B), 40 m 57.8 s, 143.818 kph
2. Jacques Laffite (Martini-Holbay Mk 12), 40 m 57.2 s
3. Bernard Beguin (Martini-Holbay Mk 12), 41 m 28.0 s
4. Alain Serpaggi (Alpine-Renault Dufort A364B), 41 m 47.2 s
5. Masami Kuwashima (March-Holbay 733), 41 m 16.4 s
6. Jean Ragnotti (March-Holbay 733), 41 m 19.8 s
7. Lucien Guittany (Alpine-Renault A364), 41 m 20.2 s
8. Alan Jones (DART GRD Vegantune 373), 41 m 28.5 s
9. Jean Max (March-Holbay Mk 12), 41 m 29.5 s
10. Tony Brise (March-Holbay 733), 41 m 36.1 s (Fastest lap) 1 m 26.5 s, 143.775 kph
11. Alan Jones, 86
12. Jacques Laffite, 77
13. Russell Wood, 73
14. Masami Kuwashima, 61
15. Tony Brise, 60
16. Ian Taylor, Alain Serpaggi, 48

Sullivan's March had a CV joint break on Saturday morning but it was ready for the race, while Johnny Gerber's Ippokampos

FORMULA 3 GRID			
1. Leclerc	Mk	40	57.8
2. Laffite	Mk	40	57.2
3. Beguin	Mk	41	28.0
4. Serpaggi	Mk	41	47.2
5. Kuwashima	Mk	41	16.4
6. Ragnotti	Mk	41	19.8
7. Guittany	Mk	41	20.2
8. Jones	Mk	41	28.5
9. Max	Mk	41	29.5
10. Brise	Mk	41	36.1
11. Jones	Mk	86	
12. Laffite	Mk	77	
13. Wood	Mk	73	
14. Kuwashima	Mk	61	
15. Brise	Mk	60	
16. Taylor	Mk		
17. Serpaggi	Mk		



# Five makes in first five

Variety is the spice of life, none the least of rallying life, which makes the annual C/MN pilgrimage to the roads of the North East of England all the more enjoyable, for the Stocktonian Rally. This year the excellent reports of the 1973 event led to the invitation of Mexico championship status and to the interesting poser: how would these Group 1 cars fare against more powerful rival rally cars? It has long been known that when a Mexico is wound up to high speed by a skilled driver it can hold that high speed for a long time even round sudden curves, such is its handability, whereas RS1600s, for instance, must call upon their drivers to ease the throttle and then accelerate again. The further quest into the extraordinary Mexico road rally phenomenon was disappointingly left unanswered, for of the fastest four Mexico men in the land, only Rockey had a good run, and he was well beaten by Patrick's Porsche and Hill's DTV Firenze and just by Malkin's hotbed-up Avenger GT Bean retired with a miscellany of troubles. Dawson went off on a selective and Brookes had clutch trouble after a late pre-rally gearbox change.

The Patrick Porsche was the car of the rally. It was something of an automatic success machine, barring errors of driver or navigator (Neil Wilson). New hand-cut Dunlop racers were fitted, with broad grooves to aid wet weather driving and a special sharp edge to help adhesion on gravel, which Malcolm found to give trouble on the Gremlin. It helps rallying to have the crowd-catchers, and this Porsche certainly serves the purpose even if it caused despair to the less well-endowed drivers. But even this is a disillusion, since a well-built Escort will cost nearly as much and a lot more with expenses through a season for either car are compared Malcolm finished three minutes, one second ahead of George Hill in the DTV Viva. This was a sole entry, Pearson having opted to give the rallies a miss until the team can give him a car in proper state—maybe this has been the trouble all along? Both Chris Coburn and Rodney Spokes were missing as well, the late of Man being for DTV a major priority in their calendar, but the Viva was better than ever in the past. New camshaft and cylinder head modifications have given it more power since the Gremlin, and the effect on George was marked. Keith reckoned George hadn't driven half so well since they were C/MN champions. What a treat it was to see at least one of these cars out in front of everyone bar the Porsche. The Avenger's third place was another delight, it was the sort of performance Colin Malkin has always promised, only that there has always been something to obscure

its potential, like ten Escorts ahead of it in Scotland, or accidents coming its way on previous C/MN rallies.

Bob Jeffs is out of action for some while after his Gremlin indiscretion, so the much-improved Videan took his number in the Old Woking Datsun 240Z. For a long time Videan has been the playboy of the national rally circus, which insistence on entering local club rallies still do little to alter, but his determination to succeed in the 240Z looks like making him a new driver. He now has Dunlop racers in place of Trolleborgs which peeled their rubber off with abandon. He had a new engine following the broken con-rod episode in the August Moon, and the car bore little signs of its major Gremlin accident. Another 240Z was in attendance, this time a road car which bore signwriting proclaiming that its occupants were Will Sparrow supporters from the Martins Group of companies, but sadly their hero was ill with flu and stayed away.

Back again for his first C/MN event in 4 months was Alan Conley in the Triple 'C' Clan. Still no sign of the much promised replacement car from Washington, and at the last minute the old car had its engine rebuilt, its bodywork polished and the driver left to wonder whether it would hold together after its months of inactivity. It started off well but then the gearbox started to rattle, the second gear stripped, and the driver left to hobble round, thankful even to finish. The sister Gandy Master Brake Linings car of Rodney Badham was also out and went zinging round the Yorkshire moors to finish seventh, the sort of performance it always promises if only this and that had never happened. Back once more was Laurie Richards in his Sky Petroleum Escort, this time with the mercurial Lleyesley 2-litre engine, but this time something else sidelined the Market Drayton mason. The brakes seized on at the start of the first section, and would not release themselves.

One of the nicer pleasures of rallying away from a regular area is meeting fresh faces. David Taylor was particularly happy to meet that of Dennis Pelling, a man with a vacant passenger seat, due one may think to Dennis' Seven Dates roll from which the car had only just recovered. The car was an 1800 cc RS with Jack Knight gearbox, being of a specification which the new noise levels has almost outlawed from night road sport. Phil Cooper is the perennial Miniman who appears in most areas of the country to rally at intervals who even if his arch rival had betrayed his country to rush his Porsche round Scotland would never miss the Stocktonian. Unlike Pelling, Cooper had to retire after collecting a bank. John Howard's Avenger (with Tiger

engine) was another car seldom seen south of the Tyne and eventually came tenth. This is one of the myriad of Avengers being built and prepared at Wylam Garage, although with every respect John's tenth place had a touch of luck, for his eight-minute time loss off the road on selective eleven was nullified when this section was deleted. Mike Taylor like Pelling had a rush job to make his 2-litre Firenze ready after its Hunter Cup Rally troubles and despite almost falling asleep over the wheel the car was eventually brought home in twelfth place the third best local car. Ron Shipp's 2.3 Firenze only came fifteenth when he was delayed with a broken throttle.

There was a lot of rally territory never in recent years used on national level rallying, and the 13 selectives were well chosen to provide a mixture between old favourites and these new roads. The most intriguing feature was the effect of the intense Mexico competition, however. Peter came to the Mexico Crystals of Hull lent to Harold Morley with his mind full of Dawson's efforts on the Gremlin, and not a little wondering if his old mate really had the same amount of fire in his driving. Morley was using Klebers faithfully, whereas Dawson had gone over to using Rallye Supers, which have like English Ultragrips an ideal gearing for Mexico and which, unlike Klebers, have a controllability to handle sudden eventualities. Dawson said he had never landed so often so awkwardly, yet the Rallye Supers held the car firm every time. Dawson's performances now seem to have come to a maturity and with it an even greater ability. John Edwards-Parton and David Roderick both have 11 Mexico points on the third quarter of this year's series against ten for Dawson, who is determined to win the big works Escort for the one occasion, although both Edwards-Parton and Roderick had their troubles as well as Dawson, the former going off shortly and the latter drowning at the bad ford on section 5. With Bean's retirement Brookes now takes second place in the overall series with 62 points against Rockey's 54, whilst in the C/MN series Rockey has 65 against Brookes' 56, Patrick's 33 and Hill's 31. When even the C/MN champion turns again to Mexico and begins to wonder what all the other Mexico drivers have got that he hasn't, the mystique of Mexico magic grows more than ever.

## MARTIN HOLMES

1 Malcolm Patrick NS Wigan 27 Porsche Carrera RS 16 m 51 s 2 George Hill 30 DTV Viva 16 m 54 s 3 Colin Mackenzie 30 DTV Viva 16 m 54 s 4 John Howard 30 Avenger 16 m 54 s 5 Peter Taylor 16 m 54 s 6 Mike Taylor 16 m 54 s 7 Ron Shipp 16 m 54 s 8 David Roderick 16 m 54 s 9 John Edwards-Parton 16 m 54 s 10 Dennis Pelling 16 m 54 s 11 Phil Cooper 16 m 54 s 12 David Taylor 16 m 54 s 13 Alan Conley 16 m 54 s 14 Rodney Badham 16 m 54 s 15 Laurie Richards 16 m 54 s 16 Bob Jeffs 16 m 54 s 17 Will Sparrow 16 m 54 s 18 Will Sparrow 16 m 54 s 19 Will Sparrow 16 m 54 s 20 Will Sparrow 16 m 54 s 21 Will Sparrow 16 m 54 s 22 Will Sparrow 16 m 54 s 23 Will Sparrow 16 m 54 s 24 Will Sparrow 16 m 54 s 25 Will Sparrow 16 m 54 s 26 Will Sparrow 16 m 54 s 27 Will Sparrow 16 m 54 s 28 Will Sparrow 16 m 54 s 29 Will Sparrow 16 m 54 s 30 Will Sparrow 16 m 54 s 31 Will Sparrow 16 m 54 s 32 Will Sparrow 16 m 54 s 33 Will Sparrow 16 m 54 s 34 Will Sparrow 16 m 54 s 35 Will Sparrow 16 m 54 s 36 Will Sparrow 16 m 54 s 37 Will Sparrow 16 m 54 s 38 Will Sparrow 16 m 54 s 39 Will Sparrow 16 m 54 s 40 Will Sparrow 16 m 54 s 41 Will Sparrow 16 m 54 s 42 Will Sparrow 16 m 54 s 43 Will Sparrow 16 m 54 s 44 Will Sparrow 16 m 54 s 45 Will Sparrow 16 m 54 s 46 Will Sparrow 16 m 54 s 47 Will Sparrow 16 m 54 s 48 Will Sparrow 16 m 54 s 49 Will Sparrow 16 m 54 s 50 Will Sparrow 16 m 54 s 51 Will Sparrow 16 m 54 s 52 Will Sparrow 16 m 54 s 53 Will Sparrow 16 m 54 s 54 Will Sparrow 16 m 54 s 55 Will Sparrow 16 m 54 s 56 Will Sparrow 16 m 54 s 57 Will Sparrow 16 m 54 s 58 Will Sparrow 16 m 54 s 59 Will Sparrow 16 m 54 s 60 Will Sparrow 16 m 54 s 61 Will Sparrow 16 m 54 s 62 Will Sparrow 16 m 54 s 63 Will Sparrow 16 m 54 s 64 Will Sparrow 16 m 54 s 65 Will Sparrow 16 m 54 s 66 Will Sparrow 16 m 54 s 67 Will Sparrow 16 m 54 s 68 Will Sparrow 16 m 54 s 69 Will Sparrow 16 m 54 s 70 Will Sparrow 16 m 54 s 71 Will Sparrow 16 m 54 s 72 Will Sparrow 16 m 54 s 73 Will Sparrow 16 m 54 s 74 Will Sparrow 16 m 54 s 75 Will Sparrow 16 m 54 s 76 Will Sparrow 16 m 54 s 77 Will Sparrow 16 m 54 s 78 Will Sparrow 16 m 54 s 79 Will Sparrow 16 m 54 s 80 Will Sparrow 16 m 54 s 81 Will Sparrow 16 m 54 s 82 Will Sparrow 16 m 54 s 83 Will Sparrow 16 m 54 s 84 Will Sparrow 16 m 54 s 85 Will Sparrow 16 m 54 s 86 Will Sparrow 16 m 54 s 87 Will Sparrow 16 m 54 s 88 Will Sparrow 16 m 54 s 89 Will Sparrow 16 m 54 s 90 Will Sparrow 16 m 54 s 91 Will Sparrow 16 m 54 s 92 Will Sparrow 16 m 54 s 93 Will Sparrow 16 m 54 s 94 Will Sparrow 16 m 54 s 95 Will Sparrow 16 m 54 s 96 Will Sparrow 16 m 54 s 97 Will Sparrow 16 m 54 s 98 Will Sparrow 16 m 54 s 99 Will Sparrow 16 m 54 s 100 Will Sparrow 16 m 54 s

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12. 12th section: 1 m 11 s



# Donohue's race; Scheckter an impressive runner-up

By GORDON KIRBY

Pictures by CHARLES LORING

The CanAm series is becoming, very rapidly, the property of Mark Donohue. Elkhart Lake was his third successive win of the season, a win that, like the others, was more of a rout than anything else. Like the other Donohue victories it was also a fine demonstration for Porsche-Audi's engineering abilities and the skills of Roger Penske's racing organization.

This time there was only Jody Scheckter filling the role of challenger in Donohue's total domination. Scheckter's Vasek Polak Porsche worked better than ever and Scheckter drove it better than ever, but he was still almost half a ~~million~~ ~~second~~ ~~second~~ behind by the end of the 28-lap final heat. George Follmer was a disconsolate and brakeless third with the RC Cola Porsche, having never really been in the hunt at all.

Every other potential challenge or plea of interest flatted away like an oh so slowly deflating balloon, and it was left to Scooter Patrick to provide the most excitement of the day as he forced his McLaren M8F past Charlie Kemp for a well-earned fourth place. Otherwise it was more of the same dismal procession that the CanAm has found its old bones settling into.

## ENTRY & PRACTICE

The long straights and tight clicks of Elkhart's four miles made last month's Formula 5000 race a closer and better race than we had seen but no matter what kind of situation we could apply it seemed that the circuit would serve only to amplify the vast chasms between virtually each and every CanAm runner. We were, unfortunately, not wrong.

Friday's practice found Mark Donohue and David Hobbs still struggling at the Ontario Motor Speedway bowl on the far, west coast. So it was left to Jody Scheckter and George Follmer to provide the day's form. Both of the 917/10s managed almost identical times, just above the 2m barrier and some 4s faster than Denny Hulme's lap record of last year. Jody was pleased in a detached sort of way but he was definitely irked by a fuel pressure problem which saw the reading drop by nearly a full pound along the long Wisconsin straights. George, on the other hand, was pensive and contented. He was only too aware that whatever heroics he may have managed, they would all be wiped away by Donohue on the morrow.

James Hunt arrived on Friday, full of enthusiasm for this new experience which Don Nichols had organized for him in the regular UOP Shadow, for Jackie Oliver was definitely, this time, driving the turbocharged Shadow. Hunt paced up and down the pits, walked to and from corners and asked all sorts of questions about who was whom and what was what in this CanAm business.

But it was not until Saturday that the Shadows arrived. That was also the day that Donohue arrived and everybody got down to the serious work of practice. And it was not at all long before Donohue whirled his adjective-aspiring Porsche about well below the 2m mark, much faster than anybody else could even hope to achieve. Mark wound up with a tidy 1m 57.818s, which was 3s quicker than Scheckter. It was also done with the expected Penske calm and efficiency and any efforts at finding any chinks in the armour of the everclean blue and yellow team, brought nothing but inscrutable responses. It was, none the less, another remarkable performance. And when looking towards the race, one wondered whether the Penske and Porsche computers had analysed the normal "luck factor" and isolated it, so that for them that factor no longer existed.

In other pits and bits of paddock the other, more mortal people went on about their business. Scheckter was almost immediately down to his quick times of the previous day and after bettering Friday's best by a fraction he came in for some full-tank running and tyre-scrubbing exercises. The fading fuel pressure problem and its attendant hesitation were still there too and large efforts were made that evening to bring the factory-overhauled 5.4 up to the same crispness factor as that of Donohue's.

Follmer was harassed by an endless succession of bothers, as he has been all too frequently this CanAm season. Again the turbochargers on the 5.4 Porsche flat 12 were causing the exhaust note to fluff and cough and after losing all sorts of time in the pits and managing a best of only 2m 8s, the electrics went dead and Follmer ground to a halt after only a couple of laps in the final session. That meant an engine change and no time to really test and compare the slightly harder, but cooler running Goodyears which George has been experimenting with in recent races. It was then, Follmer's Friday time which stood and left him third fastest, well clear of team-mate Charlie Kemp who also relied on his Friday time. Kemp fiddled his way through Saturday and eventually ran out of fuel mid-way through the afternoon session.

Fifth on the grid was the fourth of the 917/10s, that of Hurley Haywood who missed most of Friday chasing down a cracked inlet port and spent Saturday morning getting the newly-organised turbocharger to work properly.

A selection of McLaren M8Fs filled the next few places. Scooter Patrick's private entry arrived late after dramas with a badly machined crown wheel and pinion, but when Scooter got going he went particularly well. The car had been thoroughly rebuilt and re-organised since Md Ohio and had been fitted with one of George Bolthoff's alloy block 494 cubic inch specials. But most of all, the car had benefited from its first proper chassis tweak of the year and it was this, so the team felt, that helped Patrick do a neat 2m 7.750s for sixth best. Bobby Brown worked away at his Commander Motor Homes M8F and, by the end of Saturday he got around almost as quickly as Patrick. It was a good, methodical effort from Brown who is, perhaps, driving as well, if not better than ever these days.

Derek Bell was having another drive in Lothar Motschenbacher's M8F and he only just began to get into a groove when the head gasket blew on Friday afternoon. Derek had already experienced a lot of fuel pressure problems, so Lothar searched around for a replacement engine and found a slightly smaller 465 cubic inch unit which Bob Nagel would lend. But while all this was going on it became apparent that David Hobbs was going to be stuck in Ontario until the end of the weekend, thanks to a succession of blown Offenhausers in his USAC Eagle. So there was Hobbs' Black Label McLaren M20 looking for a pilot and Bell was the man who got the invitation. Instead of taking up a mid-field place with a red M8F then, Bell took up a backfield place with a black M20 which Donohue had ran around for a few laps on Saturday to make sure that all was working properly. Motschenbacher agreed, in gentlemanly fashion, to Bell driving the Black Label car, and set about finding a suit and helmet



Mark Donohue scored a familiar untroubled win for the Fourth place battle in the first heat between Charlie



so that he could drive his own car in the race.

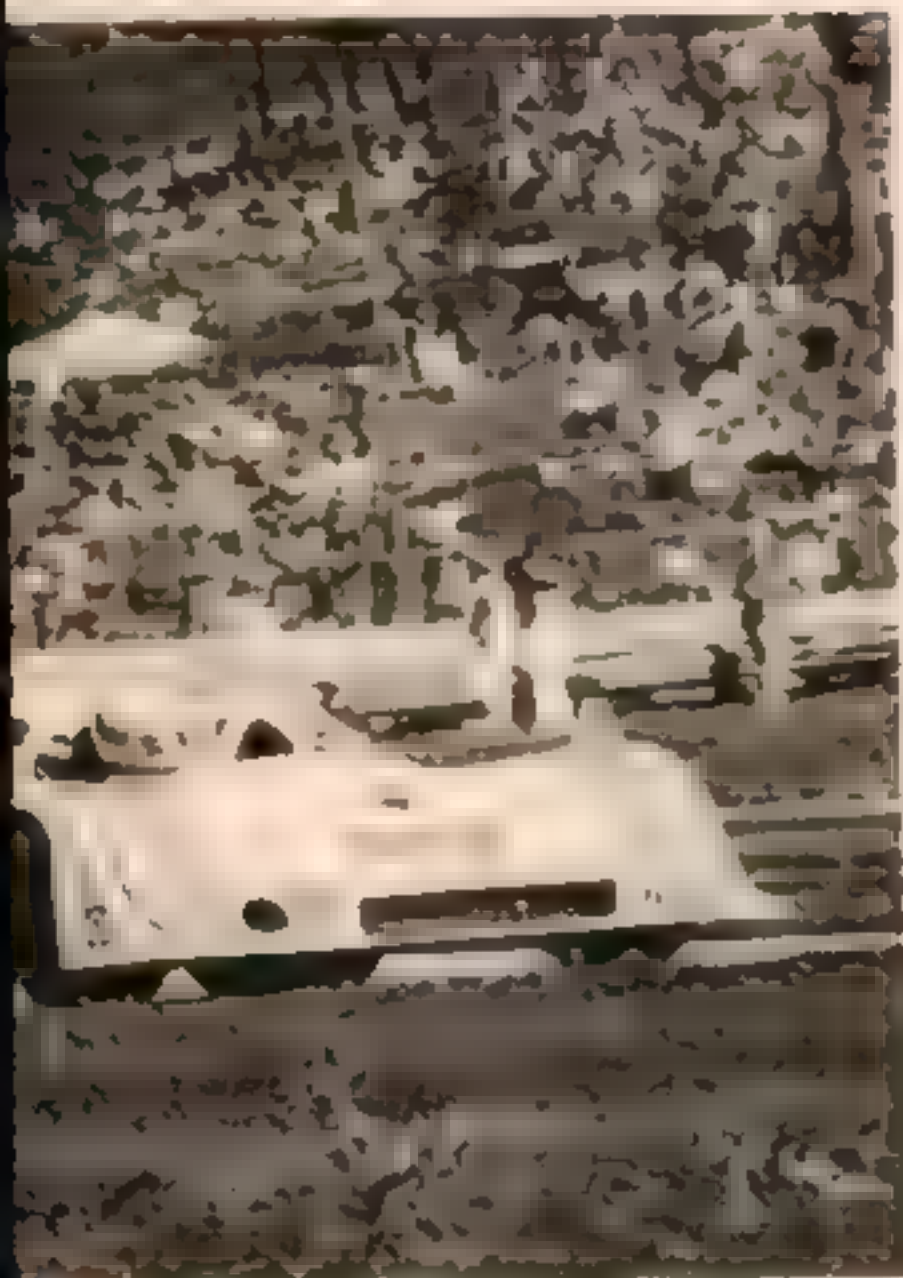
Busy politics. But very relaxed and very pleasant. Nice indeed in this harsher and more clockish world of 1973.

The unhappiest tale of practice was that of the Shadows. Oliver's turbocharged example arrived in finished form, but totally untested other than on the bench. The turbo units nestle down low on either side of the engine, and just before the rear wheels with the twin Schwitzer waste gates living just above the turbo "vanes." The exhaust goes directly through this cluster and below the waste gates to exit out through the side of the tub right in front of the rear wheels. It's a very straight forward system that is designed to be





team  
and Hurley Hayward



as low as possible so as not to upset the car's centre of gravity or induce any excessive polar moment. From that point of view it seems to work, but nobody either knows or wants to tell anything else about it right now and a faulty waste gate kept Oliver in the pits until the final minute of practice. So the Shadow found itself without a time and a place at the back of the grid.

The other car, which Oliver has driven thus far this year, got in one full session on Saturday with Hunt at the wheel, but the engine broke right at the end of the session and James had to make do with a learning time. He did find there to be a lot wanting with the chassis and hoped that the car would have a lot more sensitivity and feel by the

next day. But the Sunday morning warm-up confirmed that these problems were not something that could be simply tuned out of the chassis. Hunt prepared himself for a bit of a struggle.

Motschenbacher did a few laps during the warm-up and then found Steve Durst without a drive after Durst's Vasek Polak Porsche had broken its engine. So yet another driver change occurred and Durst got ready to race the McLaren without having even sat in it.

## HEAT

By mid-morning it had also become apparent that this was to be another of those hot and humid American summer days and all and sundry busied themselves with organising some sort of driver coolant refreshment system. If nothing else worked, there was always the simple method of a good dousing with a bucket of water, before and after each race.

As Donohue paced the field away from the last corner and up the hill towards the start, Scheckter lagged behind so that he was accelerating faster than Donohue when the flag dropped. Sure enough it was Scheckter who surged ahead into the first corner from Donohue and Follmer. But at the fourth turn, the first right-hander on the course, Donohue pulled alongside and got the bulbous nose of his blue machine inside the more angular, white nose of Scheckter's Porsche. Jody slung the car across the apex and tried to go back inside Donohue as they brought their turbochargers into play, but it was Mark's lead now and he was already leaving Scheckter to deal with Follmer.

By the end of the lap Donohue had some 3s in hand and it was apparent that this was going to be a clear game of power and control from the leader. But Follmer was still pressing Scheckter and for a few laps the RC Cola Porsche wriggled and dived about the circuit in the wake of Scheckter's path, Follmer keeping himself right beneath Jody's wing. But it all dissipated on the third lap as George's brakes began to fade away in the intense heat and he fell away from his challenge.

So the first three Porsches hummed and popped their way through the 25 laps, Donohue in complete control, the car never offering even a hint of hesitation. Scheckter drove well into second, the Porsche working much more to his satisfaction than hitherto. While Donohue was in full flight Jody would lose between 1 and 2s per lap, while the distance to Follmer would increase by at least twice that margin. It was a satisfactory display for the first two, but for Follmer it was not at all pleasing and he had his harder and cooler running left rear tyre changed after this heat in an effort to find more speed for the final.

Charlie Kemp and Hurley Hayward emerged in a race for fourth after Kemp worked up from a few places behind Hayward as he recovered from a bad start. Charlie got by Hurley on the seventh lap but, to his surprise, he found Hayward hanging on and then he realised he had a race on his hands. Although they stayed close together for most of the heat it looked as if Hayward's inexperience would keep him behind, but with only two laps to go he was able to outbrake Charlie and hang on for fourth. Scooter Patrick kept his McLaren in contact with this Porsche duo for a few laps but eventually slipped back to finish all alone in sixth.

Seventh was James Hunt who drove forcefully with the ill-mannered Shadow, slithering and sawing his way around the circuit after getting past Bobby Brown on the third lap. James was wreathed in sweat after and had to change suits for the final.

Derek Bell got the Black Label M20 up to ninth in just four laps, but he was twice clipped by the people he was trying to wade through and after losing some of the front lip the car began to understeer fairly badly. On the fifth lap the engine inexplicably lost power and Bell shut off with a suspected broken piston. Steve Durst went well, despite being barely able to see out of Motschenbacher's McLaren, and he kept Bell in sight as

the two of them wormed their way through the back-runners until the oil pressure disappeared on the fourth lap.

Jackie Oliver got nowhere with the turbo Shadow which looked unnervingly vague and unresponsive before stopping with a head gasket blown away by the additional pressure.

## RACE

The final was all too similar to the heat, although Follmer got on to the grass during the first lap so that Scheckter was able to get away without any challenge this time. Donohue motored off, apparently, as always, stroking his way to a clear victory. And, once again, these first three finished a lap clear of the others.

Thankfully, there was some racing among the others this time. It seemed initially that Haywood might break away and take a clear fourth place, for he pulled out a full 2s to Kemp in the early laps. But Kemp was finding a lot of pressure in his mirrors as the McLarens of Patrick and Brown got closer and hungrier. By the fourth lap the McLaren had forced Charlie on to Haywood's tail and on the next lap the Brumos Porsche got crossed up under the pressure and Kemp and his pursuers shot through. From then on Haywood dropped farther and farther behind the Porsche looking more and more evil until he finally pulled off on the 10th lap with a broken wheel.

So it was left to Kemp to fight off a rather unsuspected challenge. In his efforts at keeping the McLaren duo behind, Kemp turned his boost up as high as he could, but the intense heat seemed to sap much of the turbochargers' crisp power. Patrick worked hard in the wake of the Porsche, but no matter what Scooter did Kemp could still get away on the long straight. Time after time Patrick would close up under braking, rush up on the Porsche through the corner and get the power on much earlier so that he would jump out and heat seemed to sap much of the turbocharger's whirling and Scooter would have to drop back in behind again. But then, around the 15th lap, a rear tyre started to deflate on the Porsche and Patrick got inside as they went into the Carousel on the 17th lap and pulled out more than a second by the end of the lap.

It was now Brown's turn to find a way past and he edged closer and closer to Kemp. But Kemp was in dire trouble and as he came by the pits after 21 laps, the tyre went right down and he had a long moment before the Porsche clouted the guardrail and spun back across the road just beyond the pits. Brown just got through the shower of rubber and fibreglass to take fifth, although he came in on the last lap thinking that the race was over and almost drove into the paddock without taking the flag.

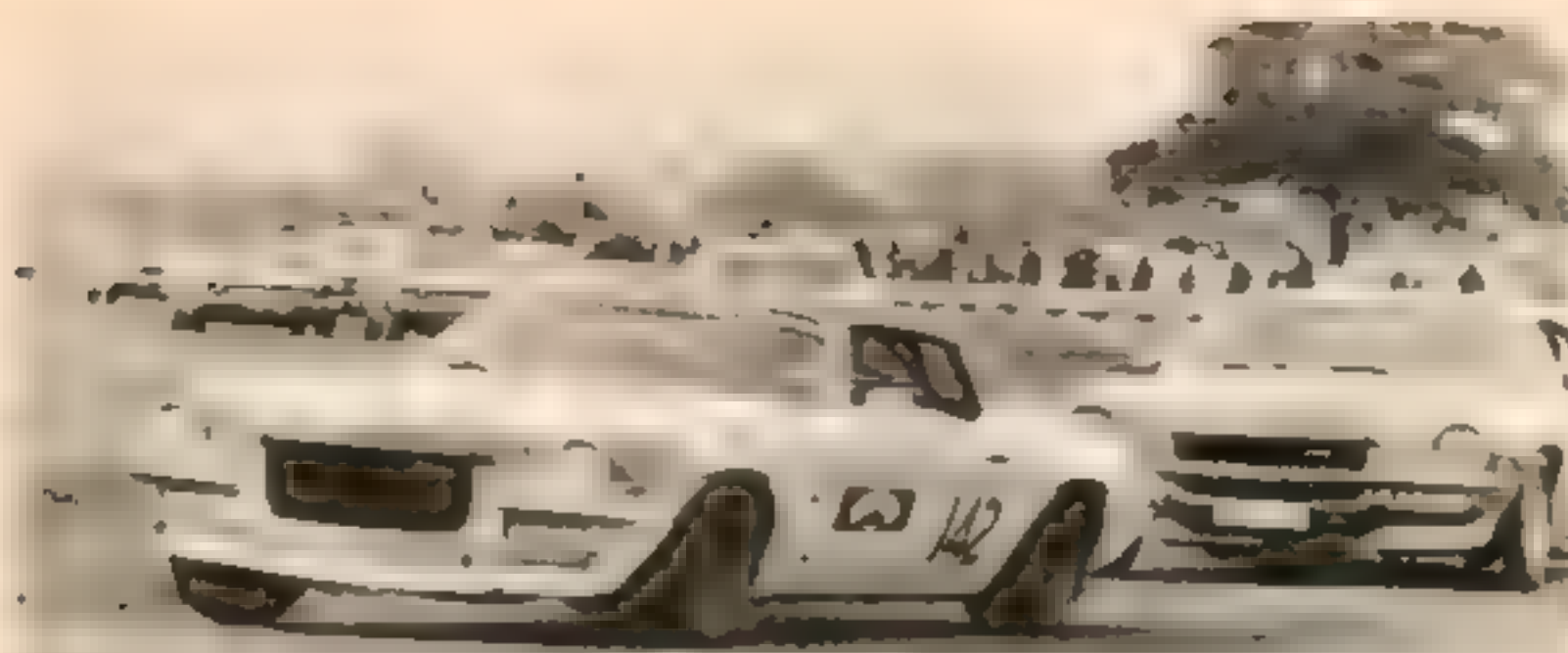
As we watched this race for fourth the leaders droned on in their usual form. Only Scheckter had problems and that was with some five laps to go when he found first gear stripped and then, as he went through the box third gear also disappeared. So it was that he drove cautiously through the final laps cruising to second with just two gears as Donohue cruised on ahead even more cautiously with a thoroughly faultless machine.

The UOP weekend ended diamally as the final began. Hunt's engine refused to start and after changing the magneto and going through the electricals the engine still refused to run. So they packed up and went swimming.

Read America's Elkhart Lake, Wisconsin  
CanAm Challenge Cup round 5  
Part 2 (points race), 25 laps

1	Mark Donohue	(Porsche 917/30 1/2/3), 22 m 57.3 s
2	Jody Scheckter	(Porsche 917 1/2 1/2), 33 m 56 s
3	George Follmer	(Porsche 917 1/2 1/2)
4	Scooter Patrick	(McLaren Chevrolet M20F) 24 mps
5	Bobby Brown	(McLaren Chevrolet M20F)
6	Bob Magoo	(Chevrolet T-60) 23 sps
7	Gary Warren	(McLaren Chevrolet M2E) 8, Warren Agor, M. W. Chey, M. MFP, 9, Danny Hopkins, McLaren Chevrolet M2F) 22 30 Tom Hayter (Lola Chevrolet T-60)
Fastest lap: Donohue 2 m 43.4 s, 125.780 mph		
Heat result (25 laps): 1 Donohue, 32 m 21.9 s, 114.540 mph; 2 Scheckter, 32 m 43.2 s; 3 Follmer, 4, Haywood, Porsche 917/10 1/2, 24 sps; 5, Char. P. Kemp, Porsche 917/10 1/2, 6, Patrick, Fastest lap: Donohue, 2 m 40.1 s, 126.19 mph		





Richard Lloyd leads Stuart Graham before Graham asserted his authority

## RUFFFORTH

# Dean's annual record

Once a year Tony Dean returns to his home circuit, bringing with him his current racing car, just to make sure the lap record stays out of everyone else's reach for another 12 months. Last Sunday, at the BRSCC's Battle of Britain meeting, he arrived with his Anglo-American Racing Formula 5000 Chevron B24 to find not only three other F5000s present, but also an F1 BRM and it was only after a stern chase from Brian Robinson in his McLaren M19C that Tony came away with what he wanted, a new record by exactly 2 s. The other main attractions on the track were provided by rounds of the MCD-orientated championships for special and production saloons while, in the air, various interesting aircraft flew past and one or two stopped by to perform some remarkable aerobatics. It was a long day, made longer by the special saloon event having to be stopped and restarted, but the large crowd should have been well entertained and the organisation ran with an efficiency which is often not seen at much more permanent venues.

All the Formula Ford races were good value, beginning with heat one in which Peter Harrington was anxious to put his recent bad luck behind him and maintain his Tate championship lead. His closest challenger, Peter Clark in the Wigley Plant Hire Crosslé 25F, led from the fall of the flag followed by Kelvin Hesketh's Stein Lager Merlyn Mk 24, John Simpson's Bacal Construction Nike Mk 10 and Harrington's Archer & Sharpe Crane/Plant Hire Cougar. These Northern FF sponsors should get together and build a race track! Clark going really well, contrived to lead throughout the 10 laps but Hesketh was soon under pressure from Harrington. At Runway Bend on lap 4, the Cougar nuzzled the Merlyn and wiped off its nose, which seemed to cost Harrington some speed for he gradually fell away, while Hesketh closed to within 0.6 s of the winner. Harrington fell behind Simpson with a lap to go but the Nike driver went and spun it at Boundary, dropping to sixth behind Tim Rathmell's ex-Ken Bailey Titan Mk 5 and Graham Elkington's Royale RP16, which were both nose-to-tail with Harrington at the finish.

The ensuing race for a variety of sports cars eventually became a less hectic affair but only after the first lap when Rob Cochran, fastest in practice under his own record in the Bladen, tried to wrest the lead from Frank Sytner's U2 Mk 11B at Acomb and spun, collecting Barry Joel's U2 in the process and eliminating both cars with relatively minor damage although the parts which were broken on the Bladen will probably not be replaceable this season. Sytner was thus left with a more or less unchallenged win and

up record to please his new sponsors, Martin Hall Steel Tubes. Richard Simms, sure of the Yorkshire Post GT title anyway, chased Sytner hard with his prototype Chevron Spyder but his challenge ended on the last lap at the Esses with a spin, although he kept second overall. Jon Fletcher, trying to induce some oversteer with wide rear tyres and little front ones, spun the Elan three times in practice while in the race he only just kept third overall after a close battle with Tim Wood's U2 Mk 8B II, despite setting a new class record. The other mod sports class produced a needle match between Johnnie Blades in the works Clan Crusader and Bob Jarvis, making a special trip North with the Davriap to challenge Blades on home ground. Despite losing second gear, Jarvis chased Blades mightily for six laps with only inches between the two cars, until the Davriap lost all gears but top and had to cruise to the finish with the class record to its credit.

The second FF heat was a story of spins. Alo Lawler's Royale RP16 led at first, chased by Mike Wrigley's Merlyn Mk 11A but the latter spun at Boundary on lap two just after taking the lead. Lawler went in front again, chased by Peter White's Palliser WDF2, Bill Burley's Royale RP16, Graham Cuthbert's Van Diemen and Ed Wilcox's evil Merlyn Mk 11A. Cuthbert and Burley quarrelled over second for a few laps while Lawler looked pretty secure, until he spun in the Esses on lap 7, falling to fifth. Cuthbert took over, driving the new Van Diemen neatly and rapidly, and had pulled out 2 s on Burley by the end. White and Wilcox followed while Lawler was all but caught by a fast-recovering Wrigley who had worked his way up from

Clark's Crosslé leads Harrington and Cuthbert in the FF race



17th after the spin.

The MCD Special Saloon championship round produced a full grid with Chris Meek on the back row in Princess Ita's Escort after practising out of session. Somehow he wasn't given a 10 s penalty and so had stormed through into the lead before the end of the first lap, passing the less potent Escorts of Derek Huntley and Tony Sugden just before York Corner. Alas, Huntley's Escort became extremely impotent the following lap when its FVC blew apart at Foss Curve just before the pits. The oil flag was out at once but George Lynn's Cortina Rover spun roadside and was collected head-on by Ray Edge's Mini-Ford, effectively blocking the track. Dave Millington's Escort arrived on the scene too fast and glanced off David Wragg's Mini almost over the pits armco and the race was immediately red-flagged. Fortunately no one was hurt in all this.

On the restart, Meek was at the front and his win was a foregone conclusion together with a new class record. Sugden stayed a steady second, gradually drawing away from Alex Clacher's class-winning, record-breaking 1-litre Imp. Dennis Nott's Escort-Chevrolet V8 becomes better with every race and this time finished fourth after involving itself in a battle with the best 1300, Gerald Clark's Cooper S, and the second-best 1000, Peter Baldwin's Mini-Holbay. By winning his class, Neil Dineen (Mini) now shares the lead of the championship with Tony Sugden.

The first of the two Group 1 races included the heavy metal. Stuart Graham actually trailed his Camaro to the circuit for the first time and took pole position from Richard Lloyd's Simoniz A. J. Rivers Chevrolet. Lloyd also paying his first visit. Stan Clark must have felt he was back in rally-cross and revelled in the bumpy circuit to take the outside of the front row in the only Alfa Romeo present, the second entered for Vic Preston in place of John Handley, not appearing. Mike Woolley deputised for Roger Bell in the Rothmans BMW 51 and shared the second row with Gordon Spice's Capri while Tony Lanfranchi's after shave special had a foul misfire and ended up on the third row. Lloyd made the best start chased by Graham and Clark, who promptly had a moment, losing several places and allowing the Chevrolets to rumble away into the distance. Graham passed Lloyd in a beautiful manoeuvre which began at Foss Curve at the end of lap one and ended at Grange Curve on the next lap and there was nothing Lloyd could do to stay in contention. Both Camaros were driven quickly but the ex-motorcyclist just had the edge. Lanfranchi was third for BMW throughout after Clark's misdemeanour, with Spice close but never really challenging, while Clark ended up fifth.

The concurrent £1050 class saw a positively hair-raising battle between the Escort Sports of Ivan Dutton and John Lyon, both on Michelins this week. The advantage swung to and fro, with both cars gaining bodywork blemishes in the process, but at the flag it was Lyon by a few lengths. Jenny Birrell's Sunca Rallye was a very distant third in class.





Huntley's ill-fated Escort leads Clacher's Imp and Sugden's Escort briefly.

The Formula Ford final saw an even more determined Harrington scorch into the lead from the second row but Clark deposed him in the Esses while Hesketh was in there too as the cars negotiated York and Acomb. Suddenly, the Cougar was well ahead coming out of the latter corner and Harrington opened up a gap which seemed certain to give him the win he wanted. Hesketh fell back and the challenge to Clark for second was taken up by White, Burley and Cuthbert, although a couple of spins by the Royale driver soon dropped him way behind. Cuthbert tailed Clark for two laps before moving into second on lap 6. Next time round it was Clark again, but the Van Diemen then seemed settled in second on lap 8. Little by little Cuthbert closed on the leader who still appeared to have a comfortable lead until he spun at Runway on lap 10. In a flash Cuthbert and Clark were past although a rueful Harrington recovered to keep third from White. The Van Diemen's lead was short lived, however, for Clark took advantage of a back-marker and the yellow flag at York and Acomb on the penultimate lap to pass both and take the lead. A furious Cuthbert recovered, actually passed Clark between these two corners on the last lap, but was beaten to the line. It remains to be seen whether Clark will be allowed to keep his win, after a Stewards' inquiry at a later date.

Harrington just kept White's Pallaser out to salvage third and keep his championship lead while Hesketh retrieved fifth at the last corner from Alo Lawler's spinning Royale. Other spinners included Wilcox and Wrigley, who finished 9th and 10th but should have done better.

Much drum-bashing and taking of short

cuts went on during practice for the other Group 1 event but the most drama centred on Barrie Williams, second fastest in practice to Bernard Unett's Hunter GLS, who collapsed with a severe pain in his hip after practice while walking in the paddock. Gerry Marshall, who had creamed up from London in an S3 Bentley to watch the proceedings, was a willing substitute and started from the back in the GN Firenze with no practice or 10 s penalty. Naturally enough, Unett won while Tim Stock (Firenze) outpaced the rest and squallied Unett's fastest lap. Behind, Richard Scantlebury's Opel Ascona and Neil McGrath's Mexico tussled over third until GM arrived on the scene and broke up the party. Having no doubt watched the goings-on in practice, Marshall cut out parts of the Esses on the last lap and emerged ahead of Scantlebury and McGrath, who were not exactly overjoyed. For once Tony Lanfranchi had a battle on his hands in the Moskvich department for Tony Stubbs in the rival Kinross Motors car, allegedly breathed on by a leading FF tuner, had the advantage until the very last lap when Lanfranchi scuttled past. Stubbs tried to find a way back again at Foss but ended up collecting an oil drum for his pains and Lanfranchi kept his record intact.

According to the timekeepers, Tony Dean was actually beaten to pole position for the single-seater finale by Brian Robinson in the McLaren, both cars having Morand power. Trevor Twaltes's Lola T330 was a little slower for the outside of the front row but was still ahead of Kim Mather's P1 BRM P153B. The third F5000, Bill Wood's ex-van Lennep Surtees TS11, fell foul of an unbelievably slow Formula Ford in practice

and withdrew with suspension damage. Robinson was moving first when the flag fell with Dean following him into Grange Curve, and round the twiddly bits on to the main straight. With equal power, the two cars roared down to York, where Dean snuffed at the inside but Robinson kept the door firmly closed to lead round Acomb and Foss at the end of lap one, both cars looking frighteningly fast on the narrow, bumpy track. Dean made his move on the straight a little earlier on lap two and was inside going into York in good time to take the lead and keep it. Robinson, with very little experience of so much power, stayed close to the master who drove his Chevron faster and faster until the lap record was well and truly shattered. Right at the end, Robinson seemed to be closing the already small gap again, and it was then that Dean set the new record so that Robinson must have been close to it too. Mather's BRM was the only other car on the same lap for Twaltes retired with a broken valve spring, the V12 engine of the F1 car sounding fabulous but strangely incongruous on the airfield. Best of the topped was Roger Craven's F3 GRD although Joe Applegarth's efforts in his low-cost Brabham BT23C to take fifth ahead of some much more expensive machinery deserves a mention.

## IAN TITCHMARSH

Formula Ford heat 1 (10 laps)	1. Peter Carr	13 m 36 s	74.84 mph
2. John Marshall	13 m 36 s	74.84 mph	2
3. Peter Carr	13 m 36 s	74.84 mph	2
4. John Marshall	13 m 36 s	74.84 mph	2
5. Peter Carr	13 m 36 s	74.84 mph	2
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8. John Marshall	13 m 36 s	74.84 mph	2
9. Peter Carr	13 m 36 s	74.84 mph	2
10. John Marshall	13 m 36 s	74.84 mph	2
Formula Ford heat 2 (10 laps)	1. Graham Chapman	13 m 41 s	74.33 mph
2. Peter Carr	13 m 41 s	74.33 mph	2
3. John Marshall	13 m 41 s	74.33 mph	2
4. Peter Carr	13 m 41 s	74.33 mph	2
5. John Marshall	13 m 41 s	74.33 mph	2
6. Peter Carr	13 m 41 s	74.33 mph	2
7. John Marshall	13 m 41 s	74.33 mph	2
8. Peter Carr	13 m 41 s	74.33 mph	2
9. John Marshall	13 m 41 s	74.33 mph	2
10. Peter Carr	13 m 41 s	74.33 mph	2
Over 1200 cc class	1. Mark	77.44 mph	2. Sugden
Fastest lap	Mark	1 m 27.4 s	77.04 mph
Over 1500 cc class	1. Gerard Carr	13 m 41 s	74.33 mph
2. John Marshall	13 m 41 s	74.33 mph	2
3. Peter Carr	13 m 41 s	74.33 mph	2
4. John Marshall	13 m 41 s	74.33 mph	2
5. Peter Carr	13 m 41 s	74.33 mph	2
6. John Marshall	13 m 41 s	74.33 mph	2
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8. John Marshall	13 m 41 s	74.33 mph	2
9. Peter Carr	13 m 41 s	74.33 mph	2
10. John Marshall	13 m 41 s	74.33 mph	2
Over 1500 cc class	1. Graham	70.04 mph	2. Lloyd
Fastest lap	Graham	1 m 29.4 s	73.84 mph
Over 1500 cc class	1. John Lyon	13 m 41 s	74.33 mph
2. John Marshall	13 m 41 s	74.33 mph	2
3. Peter Carr	13 m 41 s	74.33 mph	2
4. John Marshall	13 m 41 s	74.33 mph	2
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7. Peter Carr	13 m 41 s	74.33 mph	2
8. John Marshall	13 m 41 s	74.33 mph	2
9. Peter Carr	13 m 41 s	74.33 mph	2
10. John Marshall	13 m 41 s	74.33 mph	2
Over 1500 cc class	1. John Lyon	13 m 41 s	74.33 mph
2. John Marshall	13 m 41 s	74.33 mph	2
3. Peter Carr	13 m 41 s	74.33 mph	2
4. John Marshall	13 m 41 s	74.33 mph	2
5. Peter Carr	13 m 41 s	74.33 mph	2
6. John Marshall	13 m 41 s	74.33 mph	2
7. Peter Carr	13 m 41 s	74.33 mph	2
8. John Marshall	13 m 41 s	74.33 mph	2
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## Problem for Robson

● Jim Robson has run into a financial over-involvement this year with his Aberdeen Press and Journal sponsored Escort. For the rest of this season Jim will be returning to his Clubman GT to go for class wins. The Cordinera Rally Sport Escort has cost over £3,000 to run this season. Robson plans to be back in action with the Ford next season.

## Autumn Stages

At the end of this month (Sunday September 30th) there is to be another special stage event principally for "Challengers"—the novice class of the Shell The Scotsman Scottish Rally Championship. Organised by the South of Scotland CC the rally, the Autumn Stages will start from the Market Car Park, Huntingdon Road, Dumfries at mid-day. This restricted rally will cover about 100 miles in total, at least 32 miles over stages, many of which will be true forest stages in the south west. Finish will be at the Queens Hotel, Lockerbie. Current positions in the Challengers Championship are as follows; 1. John Baillie 86 (6); 2. Dominic Buckley 78 (6); 3. Kenneth Wood 58 (6); 4. Vincent Finlayson 57 (5); 5. Alistair Brearley 55 (5); 6. Bruce Pettie 51 (5).

## Now it's nine out of nine

Roger Clark continued his brilliant and total domination of British forest events on Saturday after winning the Burmah Rally by nearly two and a half minutes from Andrew Cowan. The Burmah was Mr Clark's ninth Scottish event win in a row after coming second to Hannu Mikkola on the 1972 Scottish Rally. As usual the car also performed as faultlessly as its driver, the only trouble being a brake servo which ceased to work after the second stage and rattled from the steering column.

## Scottish rallies points positions

Latest positions in the Scottish Rally Championship, sponsored by Shell and The Scotsman newspaper are as follows (best six results to count in this series): Drivers: 1. Ian Wilson 67 points from (6); 2. Bill Taylor 58 (4); 3. Andrew Cowan 45 (3); 4. Drew Gallacher 42 (3); 5. Alasdair Findlay 41 (4); 6. Andrew Smith 39 (3); 7. Willie Crawford 39 (4). Co-Drivers: Peter Anderson 61 (5); 2. Ian MacIver 58 (4); 3. Robert Baillie 49 (5); 4. Roger Turnbull 44 (4); 5. Martin Hsie 37 (3); 6. Alan Barron 36 (5).

## Narrow escape for Mervyn Johnston after bomb attack

Mervyn Johnston, starting at 19 on the Manx with the Manx Racing Developments 1411cc Mini-Cooper 'S' will not now be using that car Mervyn, in fact, is lucky to be alive after his garage, situated very near the border was attacked by the IRA. About half of the village inhabitants were lined up against a wall as the IRA raided. A bomb was placed inside Mervyn's

rally car and not only destroyed the car but the garage also. Luckily Mervyn, who was himself put against a wall to be shot, managed to escape towards his house and missed bullets fired at him. He returned with a sub-machine gun (Mervyn is a defence force member) and managed to chase off the attackers. For the Manx he will now be driving Ron McCartney's G1 Mazda RX2.

## New car for Smith

Andrew Smith's turbocharged BMW engined Escort was sadly written off last week after a violent coming together with a large lump of Scottish granite. The front end of the Escort was widened by three feet, and Smith is looking for a replacement although currently the best bet is a Davrian, turbocharged of course.

● Craven Motor Club will be holding the Printaforn Target Gold Cup Rally over October 20-21, this year. The route will be 180 miles with selectives but less than ten miles of whites. The Target is an ACSMC round. Secretary of the meeting is Terry Blackwell, 38 Repton Road Earley, Reading RG6 2LJ.

## BTRDA Gold Star points

BTRDA Gold Star Rally Championship positions after the Trident Rally are as follows: Drivers: Paul Appleby 65 points from (5) events; 2. Richard Duffs 58 (5); 3. Reg Mullenger 57 (4); 4. Graham Lopley 54 (5); 5. Ian Harwood 52 (5). Navigators: Keith O'Dell 69 (4); 2. Stuart Little 68 (5); 3. Simon Bretherton 63 (6); 4. Malcolm Harvey 59 (3); 5. Peter Oddie 58 (6).

● Regulations are available now for the 173 Motor Club's Ramsgate Cup Stages Rally. To be held on Sunday, October 7, this restricted ASMC qualifier will contain a minimum of six stages in a route over OS 173. Regs from: Richard Russell, 6 Mill Mead Gardens, Margate, Kent CT9 3LR.



Stocktonian Rally. Alan Conley and Martin Holmes hobbled to the finish with gearbox problems plaguing their Clan.

Superb third overall result for Colin Malkin on the Stocktonian after a trouble-free run with the Avenger.



## Castrol Manx International Trophy —set for a high powered tussle



Adrian Boyd — Manx favourite?

Major rally this weekend is the Castrol Manx International Trophy Rally from Friday 7th to Sunday. The event will start from the Sefton Hotel, Harris Promenade, Douglas at 16.00 hrs. The first section, up to 23.00 hrs will include 30 stage miles in 70 miles driving before the second section starting at midnight with 100 stage miles for 150 miles driving. The following day section offers the highest concentration with a 170-mile route producing 120 stage miles. A final test for the top 30 crews will be a 15-mile stage over part of the TT course. First twenty entries are as follows: 1. Roger Clark/Jim Porter (Esso Unio Escort RS1600); 2. Adrian Boyd/John

Davenport (Lombard and Ulster Rally Team Escort RS1600); 3. Shekhar Mehta/Keith Wood (Datsun 240Z); 4. Vic Preston/Paul White (Escort RS1600); 5. Jack Tordoff/Phil Short (Porsche Carrera); 6. Will Sparrow/Nigel Raeburn (Martin Group Firenze); 7. Cabal Curley/A. N. Other (Porsche Carrera); 8. Tony Fowkes/Bryan Harris (Cables & Components Escort RS1600); 9. Pat Moss-Carlson/Liz Crellin (Clarke Renault Rally Team, Alpine Renault); 10. Malcolm Patrick/Roger Rhoderick Jones (Porsche Carrera); 11. Andy Dawson/Kevin Gormley (Alfa Romeo 2000 GTV); 12. Dennis Easthope/Bernard McGee (Escort RS1600); 13. Barry Lee Howard Scott (Clarke & Simpson Escort RS1600); 14. Dessie McCartney/Drexel Gillespie (Escort RS1600); 15. Frank Pierson/David Stephenson (Escort RS1600); 16. Peter Clarke/A. N. Other (Silent Night Escort RS1600); 17. Robin Eyre/Maunsell/Neil Wilson (Chrysler Imp); 18. Colin Malkin/Brian Coyle (Avenger GT); 19. Mervyn Johnston/Bill Quinn (Mazda RX2); John Dodsworth/Raymond Comish (Escort TC). Starting at number 21 will be at last year's German Rally Champion, Rainer Zweifelbaumer, driving a BMW 2002 Ti.



# Special stage



Blockage on the Burmah Pond's car on its roof after coming across Bill Taylor's RS. Those held up included Malkin, Mehta, Grever, Thompson, Lindsey, Dale, Lawther Crawford and Wilson. Grever was one of the most unfortunate in losing time finishing 17th at 123 m 04 s instead of eighth with 115 m 04 s.

## Burmah notes

● Paul Faulkner had a welcome clear run for a change. Unlike the 1700 engine used last year his 1800 cc David Wood RS has proved a model of reliability since its trouble on the Tour of Dean and since changing to a Broad speed prepared ZF gearbox he has experienced no trouble from that source. Paul found the new 195 section German Ultragrips made the car much steadier at the rear end. Tony Pond was also using these tyres in addition to Barry Lee.

● Pat Ryan, Rally Centre of Wolverhampton Mini, with a Blaze-speed engine threw a rod four miles along Lock Eck-side. One piece of the broken rod ruined

the block and the other half went out through the gearbox casing. Ryan will have a 1500 cc big engine installed for the Manx.

● Vic Preston unfortunately lost all oil pressure on the way to the start of the Burmah, cause as yet unknown. A new engine will be installed in time for the Manx.

● Richard Wooldridge's Escort TC was not ready for the rally and only the GT for John Jago appeared as a Team Robert Moss car. It was unfortunately plagued with many minor troubles including a loss of very important wind screen wipers.

● Local papers have already reported that the Sutton Park stage of the RAC Rally will be run twice this year on Saturday and again on Sunday.

## Ulster AC rally school plans

The Ulster Automobile Club is arranging to run an ambitious Rally School during September and October. Format will be six lessons plus a practical run. Membership will be limited to 100. Instructors will include such famous Irish names as Adrian Boyd, Cahal Curley, Austin Frazer, Rosemary Smith, Robin Eyre-Maunsell, David Agnew and Roger Cree. Lessons will cover all aspects of rallying though the emphasis is naturally on navigating. The third lesson will consist of a visit to R. E. Hamiltons workshops where preparation will be discussed. The top six pupils at the end of the course may if they wish, take an extra trial—the winner if selected will then be invited to have a permanent expenses-paid seat with a top competitor for the 1974 GI rally championship.

The school will end with a Rally Forum on October 31 when Lombard and Ulster will be bringing over a "top line" cross channel personality to join their regular drivers on the panel.

● It has been heard that Russell Brookes may be seen on the RAC with a works loaned Ford supported by a television company.

● Positions in the Car and Car Conversations Rally Championship after the Trident are: 1, Richard Hiffe 42 points; 2, Reg Mullenger 39; 3, Bob Chapman 35; 4, Malcolm Wise 33; 5, Tony Drummond 27; 6, Mick Clarke 26; 7, John Daker 24; 8, Richard Acres 22; 9, Ian Wilson 20; 10, David Stokes 17.

● Entries received for the Tour of Mull, October 13/14 joint Shell/The Scotsman Rally Championship and Castrol/MN round, include Harold Morley/Peter Bryant with the Crystals of Hull sponsored Porsche Carrera and Colin Malkin/Derek Tucker (Avenger GT 1800). Two Dealer Team Vauxhall cars have been entered for regular crews Frank Pierson/Colin Francis and George Hill/Kelth Wood. Another Castrol/MN driver already entered is Bob Jeffs. Scottish drivers Bill Taylor (Royal Bank of Scotland RS1800) who is currently lying second in the Scottish Stage championship and Ian Wilson who is leading the series with his Opel Ascona are entered. Jimmy Rae/Mike Malcolm are entered as is Willie Crawford with the Lothian Sports Cars RS1800. Regulations are available from: H. Edwards, 24 Glendale Drive, Mellor, Blackburn.

## San Martino Rally

Sandro Munari has won the San Martino Rally, a round of the European drivers championship. Munari, with Mario Mannucci, was driving a Lancia Fulvia HF. The pair beat Pinto/Bernacchini (Fiat 124 Arbarth) by 1 m 18 s. Another Fiat 124 Arbarth was third, driven by Alcide Paganelli, 4 m 26 s down.

● Clarks Renault Rally Team's Alpine Renault may well have a guest driver for the Dukeries as Pat Moss-Carlsson will not be able to come over for the event. It is believed to be a certain very well known freelance Yorkshire driver. It is expected that Liz Crollin will co-drive the car as usual.

● Tony Fall will be driving on this year's Southern Cross Rally in Australia with a Datsun 180B SSS.

## WEEKEND SPORT from p.8

### CADWELL PARK

Saloon car racing provides the major excitement at Cadwell's Sunday championship meeting, the MCD/Northern Esso Uniflo championship attracting a large entry including Tony Sugden, Chris Meek, Nick Whiting, Bob Fox, Dave Conway, Bernard Bird, Alec Clacher and Peter Baldwin. Castrol production saloon and Motorcraft Mexico Challenge races are also included in the programme which should provide plenty of excitement around the spectacular Cadwell circuit. Derek Lawrence and Donald Macleod can be expected to battle out for BOC FF points, and Porsche Carreras head the STP production sports car race. Other events in the eight race programme are for clubmen's sports, mod sports and libre. The first race starts at 2 pm.

### LLANDOW

Saturday's Llandow meeting sees the first visit to the Welsh circuit by the VSCC and the meeting will be run on pre-war lines with no post-1939 cars taking part. Therefore main race is a 25-lap pre-war allcomers scratch race including the ERAs of John Venables Llewellyn, Patrick

Marsh, Nigel Arnold Forster and Michael Glass. Dan Margules' 1938 Maserati and Frank Wall's Bugatti. The vintage racing car John Holland Trophy race sees Hamish Moffatt at the wheel of Wall's Bugatti, Footitt's Cognac Special and Arnold-Forster's 1922 Delage. Other main scratch races are for vintage sports cars and up to 1100 cc pre-war cars with entries from Stuart Saunders' Bugatti, Chris Mann and Allan Cherrett in Alfa Romeos, Geoff Coles' MG and Peter Dodds' Riley. Five other races make up the programme which starts at 1.15 pm.

### MALLORY PARK

Eight well-subscribed 15-lap races on Mallory's short circuit make up Coventry and Warwickshire MC's programme on Sunday with races for saloons, FF, F1200, mod sports, clubmen's, F4 and libre. Entries include Ian Bax's Mini-Cooper, Stuart Baird's Merlyn Mk 24, Bill Cox's Capri-Chrysler and Denis Welch's Anglia. First race 2.30 pm.

### HAREWOOD

Over 150 entries have been received by the BARC Yorkshire centre for this Sunday's RAC Hillclimb Championship meeting at Harewood with 71 of them

being single seaters. Leading points chasers are entered including champion Mike MacDowell, Richard Thwaites, Nick Williamson, Chris Cramer and Roy Lane. A special attraction is a class for trailer caravans with John Heppenstall, Colin Grever, Anna Hall and Dick Mullis among the participants. The event starts at 12.30 pm on Sunday with practice on Saturday afternoon.

### PHOENIX PARK

The only road racing in the British Isles takes place this weekend, with two days of racing over the 2.77 miles Hawthorn Circuit at Phoenix Park, Dublin. Irish MRC have a busy programme of nine races, starting at 2.15 pm on Saturday with the ShellSport Super Sports Trophy for which there is a big entry of British clubmen including Andy Diamond, Stuart Glass, Caldwell Smythe, Frank Sytner, Vernon Davies, Brian Husbands and Peter Evans. Leading Irish drivers include Tony and Mike Martin, Richie Healey, Richie Conroy, Dave Furlong, Ivan Rothwell and Eddie Regan. Formula Ford entries include Jay Pollock, Paul Eastwood, Frank Hopper and Harry Acheson.

Alan Rollinson tops the PNE GP entry with his F5000 McRae

GMI. He won this race last year, setting a joint new lap record. His main opposition is expected to be Damien Magee, entered by Tony Brown in a F1 Brabham BT37. Johnny Blades is down to drive the ex-Fittipaldi Lotus 89 and also the works Clan Crusader. Other fast single-seater men are Nelson Todd and Ken Fildes in Crosslé 22Fs, Brabhams for Tommy Reid (BT38/40) and John Pollock (BT30). Patsy McGarrity in the ex-works F2 Chevron B25 and David Lamb in the ex-McGarrity March 732.

There is a varied entry for the modified saloon races with Vauxhalls for Des Donnelly, Jackie Patterson and Jay O'Malley, Mattie McNamara and Tony Brennan flying the Ford flag, Mick Hill in the Boss Capri, Lingard Goulding in a 3.8 Jaguar, Alec Poole in a works Datsun 120A, David Hall and Vinney Moy in Impa. The GI saloon race includes Adrian Elkinson's Chevrolet Camaro, Bosco O'Brien in a 280 Mercedes, and Tony Brown in a 3.0 BMW, with lots of Ford Capri 3000s the fastest of which should be that of Derek Boyd. The complete entry list tops the 220 mark, which should all make for a hectic weekend's road racing.



# RENAULT ROAD TEST REVIEW



## SPECIFICATION AND PERFORMANCE DATA

**Car described:** Renault 5 three-door hatchback  
**Engine:** Four cylinders 65 mm x 72 mm, 1956 cc. Pushrod operated overhead valves. 50 cc down draught carburettor. Compression ratio 8.3 to 1. 43 bhp (net) at 5500 rpm.  
**Transmission:** Single dry plate clutch, four speed all-synchromesh gearbox with dashboard mounted gears. Ratios: 1st 3.146, 2nd 2.24 and 3rd 1.67. 4th 1.00. 5th 0.75 to 1.  
**Chassis:** Combined steel body and chassis. Independent front suspension by wishbone and coil and plate springs. Rear by coil and plate springs. Independent rear suspension by trailing arms and transverse torsion bars. Front dampers a coil over. Disc front and drum rear brakes. Belt on disc wheels. Fitted 135 S radials by Pirelli.  
**Equipment:** Two seat belt buckling and starting with electric window motor for up and down. Heating, defogging and ventilation system. Windscreen wipers and washers. Flashing and steady indicators. Extra heated rear window sunshade roof rack.  
**Dimensions:** Wheelbase 7 ft 10 1/2 in. Track 4 ft 1 in. Overall length 11 ft 4 in. Width 5 ft. Weight 5 cwt.  
**Performance:** Maximum speed 86 mph (maker's figure).

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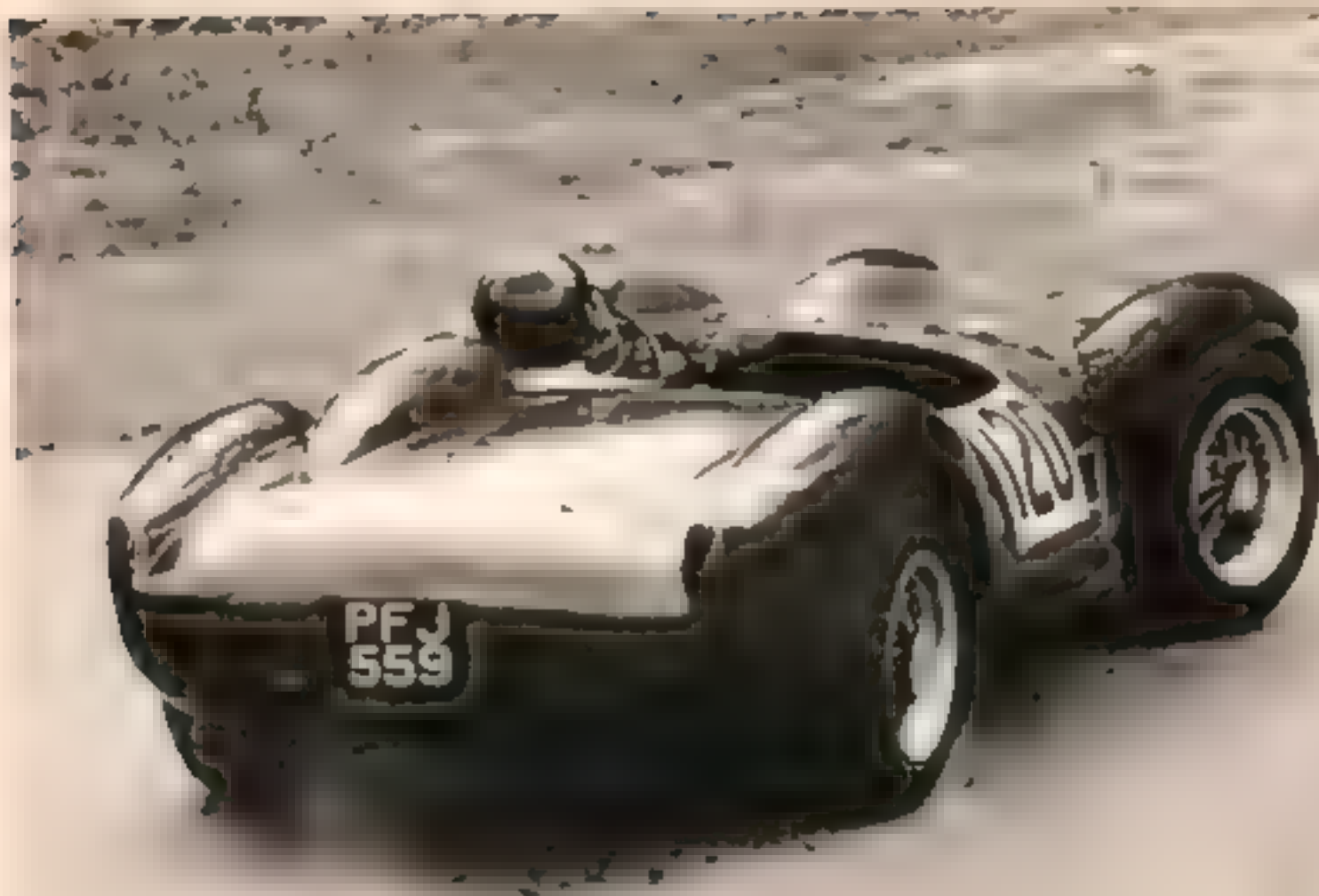
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The beautiful 1958 Ferrari Testa Rossa driven by Donald Hill to a sedate 63.08 s

## PRESCOTT

# MacDowel clinches title

Mike MacDowel is the 1973 RAC hillclimb champion. At the Bugatti OC's Prescott climb he clinched the championship in the best possible manner with a more than easy victory. Having been almost a second faster than the opposition during the class runs he saw them all off again during the top ten and set the seal on what must be the most convincing championship win since Peter Lawson's. It was the Brabham-Repro BT36X's sixth victory this year and there are still two rounds to go! The car was first used last year and wisely kept for this—a shrewd move. In fact the engine, a 740 series Repco, was first used in the old Palliser and gradually grew from three to five litres before being slotted in its present chassis which is owned by John Cussins.

The first of the championship runs set the pace with MacDowel in his usual place at the head of the field well over a second faster than anyone else. He went off with the minimum of fuss, braked at just the right place for Ettorez so that it looked too late and wasn't, and then travelled the rest of the hill with no messing about. His time was still a little way off Roy Lane's incredible record but easily left Richard Thwaites (Eastern Carpet Stores McLaren M10B), who was probably the fastest round Orchard, in second place at this stage. Thwaites had got completely sideways in the middle of Ettorez but had booted his way out of trouble and really shot round the semi-circle leaving the marshals with much sweeping up.

Third on the first runs was an incredible Peter Boshier-Jones who probably gave one of the neatest displays of driving ever seen at Prescott with his well prepared Brabham-Buick BT21C. And now he's talking of retiring—potential sponsors please grab this man before he gets out of reach. Sir Nicholas Williamson quite understandably hasn't the confidence in his understating Marilyn to really do a good run at the moment, especially as he had gone off in practice. Nevertheless nobody else could drive this car like he does and so the first runs saw him in fourth spot. Fifth was Geoff Rollason who was under-

standably overjoyed to put his Lotus 69 faster up Prescott than any other 1800 cc car, before beating David Good (Lynca—DFV) and Ken MacMaster (GRD 272) who seemed a little more untidy than usual. Bringing up the tail of the field came Reg Phillips (Chevron B19) in a top ten run for the second time this year and Tony Griffiths (Brabham BT33) who got it completely sideways out of Ettorez, a corner he claims to hate more than any other, and motored a little on the grass before setting on his way. Roy Lane (Manpower McLaren M14D) was even more unlucky at Ettorez for he was so wide he ended up in the nettles waiting to be extracted by brave marshals.

It was MacDowel all over again on the second runs. He was having a go but it all looked so right and his 43.91 s left him with his first Prescott win, much to his delight for he has never really gone well at the Cheltenham hill. Once the king of Prescott, Roy Lane nearly set off for the stinging nettles again but kept it on the road and moved himself up into a very creditable second place displacing Richard Thwaites who set off on his second run knowing that he had to beat MacDowel to keep the championship alive. It was another quick one but not good enough. It was only 1/100 s quicker than Williamson who looked better this time and got into the late 43 s. Peter Boshier-Jones showed remarkable consistency but fell back to fifth as the others got quicker, nevertheless what a placing for a BT21C! The Welshman was the only one in the 44s for Geoff Rollason was also very consistent, although a little slower. David Good looked fast if a little wide out of Ettorez, with the tail hanging out at Pardon. He was quicker than before but just not enough to catch the flying 1800. Ken MacMaster took half a second off his first time to beat a well off form Tony Griffiths who got Ettorez right at last! Finally there was Reg Phillips who, having decided that he was braking too early for Ettorez left it too late and really made a mess of things.

The Prescott paddock was, as usual, packed

with a host of exotic machinery for the class runs, all using the compulsory silencers when in the paddock, a feature which the drivers would do well to copy elsewhere. It always seems a little incredible that saloons and sports cars should be lumped together so it was somewhat pleasing to see Russ Ward's Austin Healey Sprite beat the Cooper Ss which usually dominate. Alex Boyle's Lascman S led them home in second place, while Ward's sponsors John Brown Motors must have been delighted to take third spot as well with Alan Cox's Austin Cooper.

Sports cars also took the 1800 cc award pursued by a Cooper S, for Steve Hemingway took home another pot with his remarkably quick Turner beating John Davies (Cooper S) and Gordon Bolam's Abarth 137C.

Joint organisers, the Ferrari Owners' Club, must have been pleased with David Flanagan's win in the three litre class with his 250 GT SWB Berlinetta while in the largest class Tony Brown put it over Nigel Pow (Jaguar E) and fellow Cobra pilot Paul Channon.

Those Incredible U2s were at it again in the small sports racing class with another record smashed by yet another driver. This time it was David Morris who took his FVA powered Mk IIX up to a deceptively fast 48.31 s beating Curborough exponent Richard Wallinger (Wallinger Spectre), Richard Jones (U2 Mk 11B) and Allister Douglas-Osborn (U2 Mk 12) who had been leading on the first runs. The coveted Prescott Gold Cup also went Morris' way for the second time.

The Chevron B19s dominated the larger class with Phil Scragg closing in on Douglas-Osborn's Woking Motors Championship lead with a class winning run which left RAC championship entrant Reg Phillips in second place.

After handicap wins for Ian Preston (Bugatti T35B) and David Shute (Ferrari Tipo 226 Spyder) the 500s came to the line. Barry Brant's remarkable ex-Ian McLaughlin Cooper Mk 10 beat the Norton power of John Turner and Colin Myles with its Triumph motor. Terry Smith (Cooper Mk 10) was the winner of a poorly supported over 500 cc twin cylinder class. Alex Brown's record breaking second run in the 1100 cc class was remarkable with the Ginetta G17 beating early leaders, those two old antagonists, Roger Willoughby (Brabham BT15) and David Franklin (Vixen-F4).

As usual when he breaks a record even his own Geoff Rollason was all grins in the 1800 cc class which featured a wall of death act by Peter S.ahus March 713M. His two usual rivals Ken MacMaster and Tony Harrison (Brabham BT35) followed him home this time.

The story of the largest class was MacDowel again running on intermediates and experimenting by staying in one gear out of the Esses. Lane and Thwaites mirrored the eventual top ten positions in second and third spots. Finally a word of explanation about two of the usual championship runners, Tony Bancroft (Penine Motor Group McLaren M10B) broke a drive shaft while Chris Cramer didn't get one run in. Having replaced a broken camshaft on the BDA motor of his Grünhülle Lager March 723 with an overnight stint the valves unfortunately closed up along one side.

The last class to run was the historic handicap resulting in a win both on the road and on paper for John Venables-Llewellyn's delectable ERA R4A.

## IAN WAGSTAFF

ETD M MacDowel (50 Brabham-Repro BT36X 43.91 s) 2 R Lane 43.91 s 3 R Thwaites 44.01 s 4 R Good 44.01 s 5 R MacMaster 44.01 s 6 R Griffiths 44.01 s 7 R Phillips 44.01 s 8 R Rollason 44.01 s 9 R Boshier-Jones 44.01 s 10 R Lawson 44.01 s 11 R Hemingway 44.01 s 12 R Turner 44.01 s 13 R Ford 44.01 s 14 R Brown 44.01 s 15 R Cooper 44.01 s 16 R Boyle 44.01 s 17 R Lascman 44.01 s 18 R Austin Healey Sprite 44.01 s 19 R Austin Cooper 44.01 s 20 R Abarth 44.01 s 21 R Wallinger 44.01 s 22 R Spectre 44.01 s 23 R Jones 44.01 s 24 R Douglas-Osborn 44.01 s 25 R Mk 12 44.01 s 26 R Morris 44.01 s 27 R FVA 44.01 s 28 R Scragg 44.01 s 29 R Chevron B19 44.01 s 30 R B19 44.01 s 31 R B19 44.01 s 32 R B19 44.01 s 33 R B19 44.01 s 34 R B19 44.01 s 35 R B19 44.01 s 36 R B19 44.01 s 37 R B19 44.01 s 38 R B19 44.01 s 39 R B19 44.01 s 40 R B19 44.01 s 41 R B19 44.01 s 42 R B19 44.01 s 43 R B19 44.01 s 44 R B19 44.01 s 45 R B19 44.01 s 46 R B19 44.01 s 47 R B19 44.01 s 48 R B19 44.01 s 49 R B19 44.01 s 50 R B19 44.01 s 51 R B19 44.01 s 52 R B19 44.01 s 53 R B19 44.01 s 54 R B19 44.01 s 55 R B19 44.01 s 56 R B19 44.01 s 57 R B19 44.01 s 58 R B19 44.01 s 59 R B19 44.01 s 60 R B19 44.01 s 61 R B19 44.01 s 62 R B19 44.01 s 63 R B19 44.01 s 64 R B19 44.01 s 65 R B19 44.01 s 66 R B19 44.01 s 67 R B19 44.01 s 68 R B19 44.01 s 69 R B19 44.01 s 70 R B19 44.01 s 71 R B19 44.01 s 72 R B19 44.01 s 73 R B19 44.01 s 74 R B19 44.01 s 75 R B19 44.01 s 76 R B19 44.01 s 77 R B19 44.01 s 78 R B19 44.01 s 79 R B19 44.01 s 80 R B19 44.01 s 81 R B19 44.01 s 82 R B19 44.01 s 83 R B19 44.01 s 84 R B19 44.01 s 85 R B19 44.01 s 86 R B19 44.01 s 87 R B19 44.01 s 88 R B19 44.01 s 89 R B19 44.01 s 90 R B19 44.01 s 91 R B19 44.01 s 92 R B19 44.01 s 93 R B19 44.01 s 94 R B19 44.01 s 95 R B19 44.01 s 96 R B19 44.01 s 97 R B19 44.01 s 98 R B19 44.01 s 99 R B19 44.01 s 100 R B19 44.01 s





The Super Seven, née Lotus Seven, now produced in two forms by Caterham Car Sales.

## Caterham's adopted Super Seven

In the 15 years of its existence, the Lotus Seven has built up more than an enviable reputation among the enthusiasts of sports cars. It ranks with that old favourite, the Morgan, as one of a dying number of classic sports cars still available on the market. As part of Lotus rationalisation the Seven production has passed from Hethel into the hands of Graham Nearn, managing director of Caterham Car Sales and long-time supporter of the Seven. Under his aegis, Sevens are now called Super Sevens and are available in two forms: the big valve twin-cam with 1600 cc worth of power, and the 1300 cc, for those who prefer easier insurance and increased petrol consumption. Graham Nearn

sents one of the two cars he currently produces, per week, a big valve twin-cam version for the Tune-In editor to evaluate and some very entertaining motoring it provided.

The Super Seven is equipped with the big valve engine which is used in both the Europa and the Elan Plus 2 and uses the four-speed Ford Corsair gearbox. In basic form it has a soft top but extras include a hard top for £72, tonneau for just under £20, and an oil cooler kit for the same amount. Firstly, one has to understand that the Super Seven is basic. While the indented seats are comfortable enough for the driver not to feel stiff or restless after a long-distance trip, the fibreglass is the principle trim, all painted in

mat black on the car provided. This isn't very luxurious, but then the Super Seven isn't very luxurious. It's made for the enthusiast to be driven by the enthusiast, and any enthusiast knows that excess weight slows down a car, and it might be excusable to think that this is a very good reason for excluding such trim. Similarly, the boot is equally uncarpeted and is simply a pit into which small suitcases may be easily inserted.

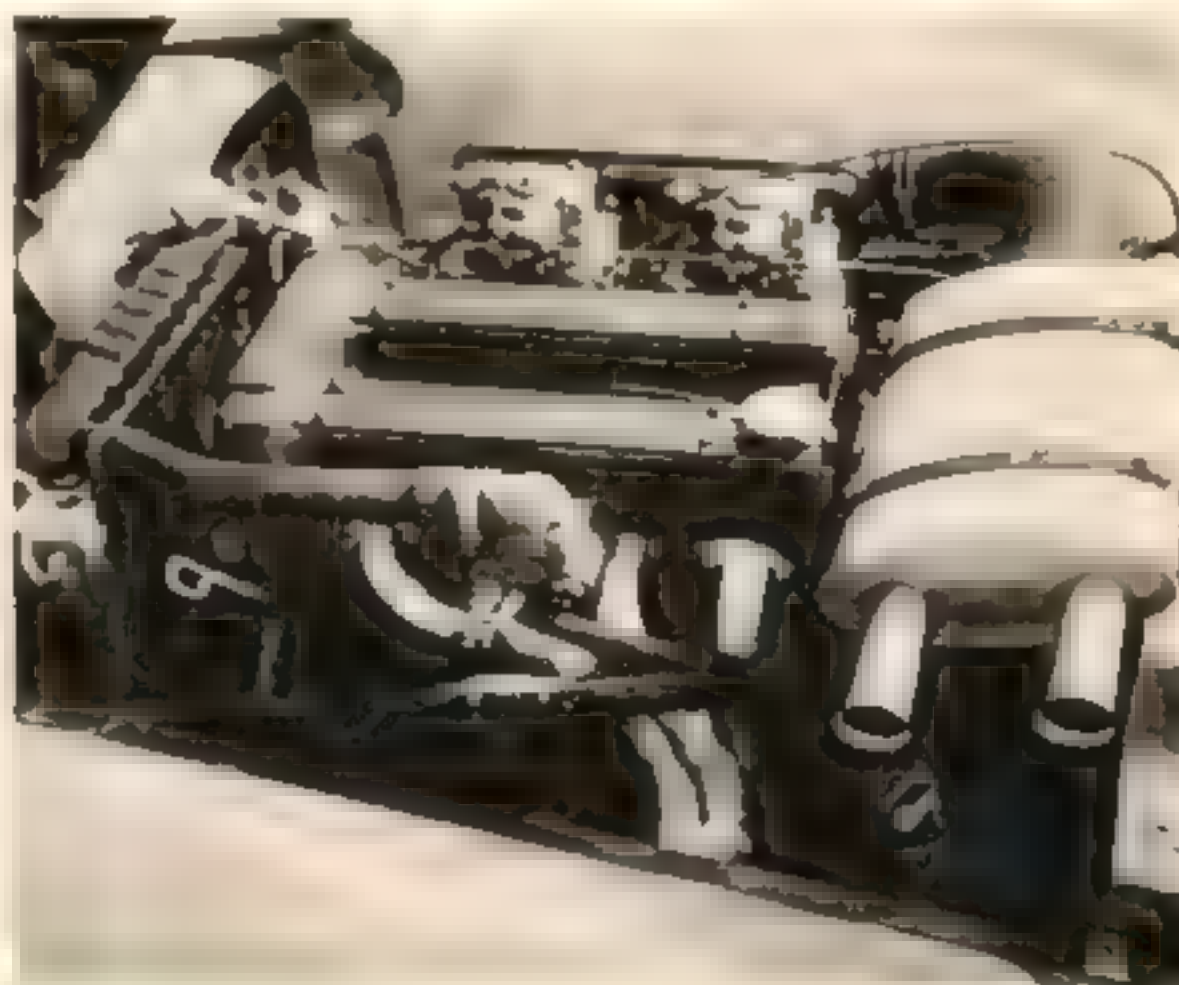
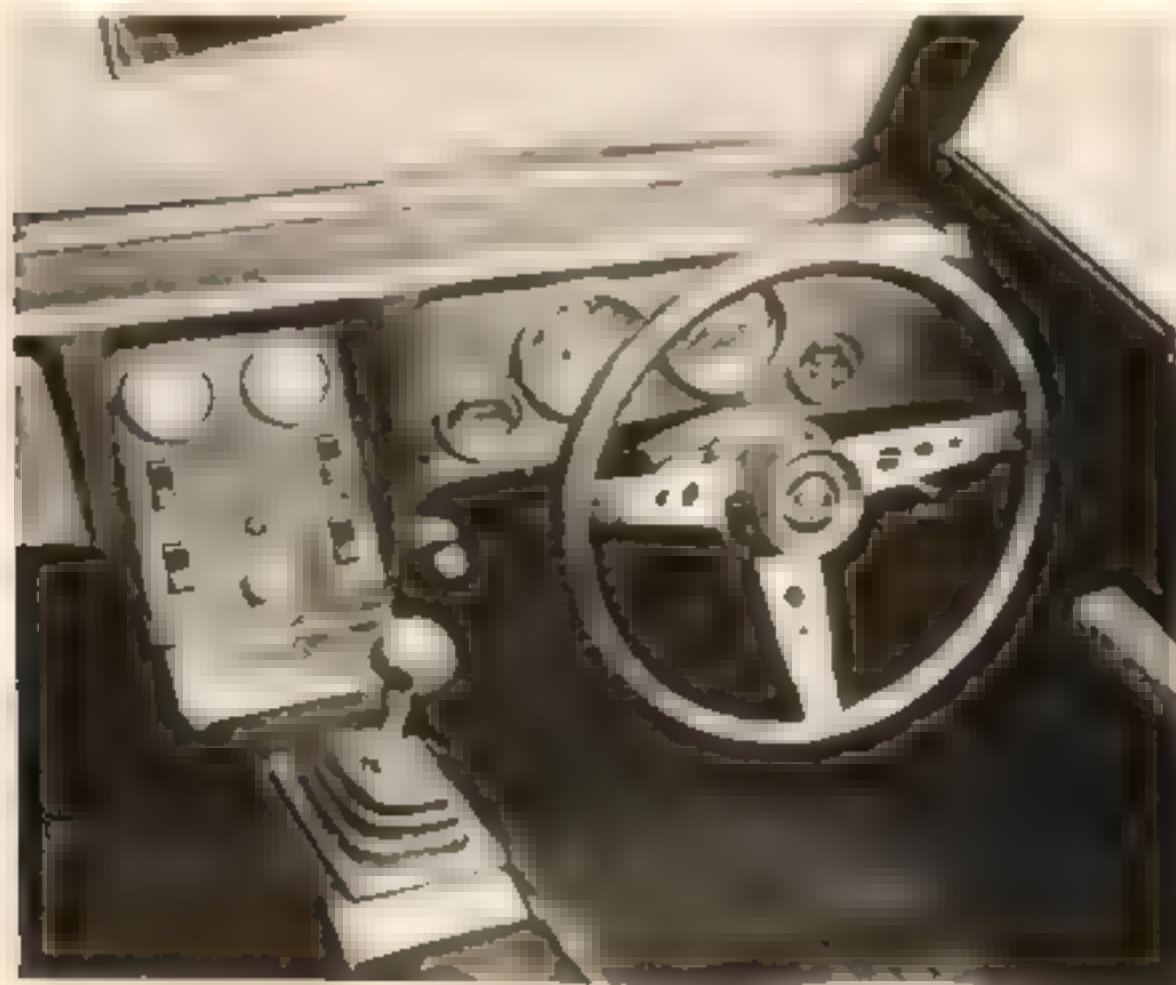
So let's get down to the serious business. How does this high-powered lightweight behave on the open road, where it belongs. To give you some indication, it gets up to 60 in a remarkable 7 s, but this has to be done with care for with all that power, and very little weight, it isn't difficult to send the back axle into a series of fits. The trembling is really quite frightening and makes you think that the car is really falling apart. There is, however, an art to this standing start, and once under way the thing, I'm told, is to lift off to let the wheels get back on the road and then to get going again. Anyway, I never quite mastered this, and so my figures were slightly hypothetical.

However, it's the speed through the gears that is really impressive, for the Super Seven is one of those cars that is happy in almost any gear at almost any speed. Drop the hood on a fine day, an easy task taking about 1 m. bobble caps if it's a little cold, and off you go. The torque as you pull by that endless 40 mph queue, is quite exhilarating, and suddenly you realise, despite the occasional rattle, that this is what Seven motoring is all about. Flip it quickly round corners, accelerate up the straights. Those little dotted line sequences which one never can use in the ordinary car because they are too small, are built for the Seven driver.

There are, however, disadvantages. Fuel consumption is disappointingly low. On a motorway run, cruising around the 70 mph mark, consumption varied from 20 mpg up to 25 mpg, but from all the reports, I found that this wasn't as high as I had been led to expect from twin-cam days. At higher speeds, the hood flapping makes the most fantastic amount of noise, and suddenly I had found a new use for my ear defenders. With the hood down, however, this disappeared and I'm told that all is improved, including top speed, with the hard top provided, but I was unable to try this.

With a rather tweaky engine such as the big valve one might expect its traffic man-

The cockpit is fairly narrow while trim is kept to a minimum. Right, the Lotus big valve engine produces lots of punch and is fairly accessible.





## Tune in

ners to be rather bad, but I was happily surprised. The first bad news was the habitual Sunday night queue at the end of the M4, and all the advantage gained from power on the motorway was lost on the two-mile stretch leading to the raised Chiswick section. Happily, the Super Seven never overheated in this humid grind, although it had a good time blowing out lots of blue smoke off the plugs once it got going again. One can excuse many light cars being asked to cruise at less than 10 mph in first or second in traffic, because usually their weight would allow them to do the job quite efficiently, but with such lightweights as the Super Seven, there's a jerky problem. However, in all the queues that London and the suburbs could provide, there was never much of a problem in this respect.

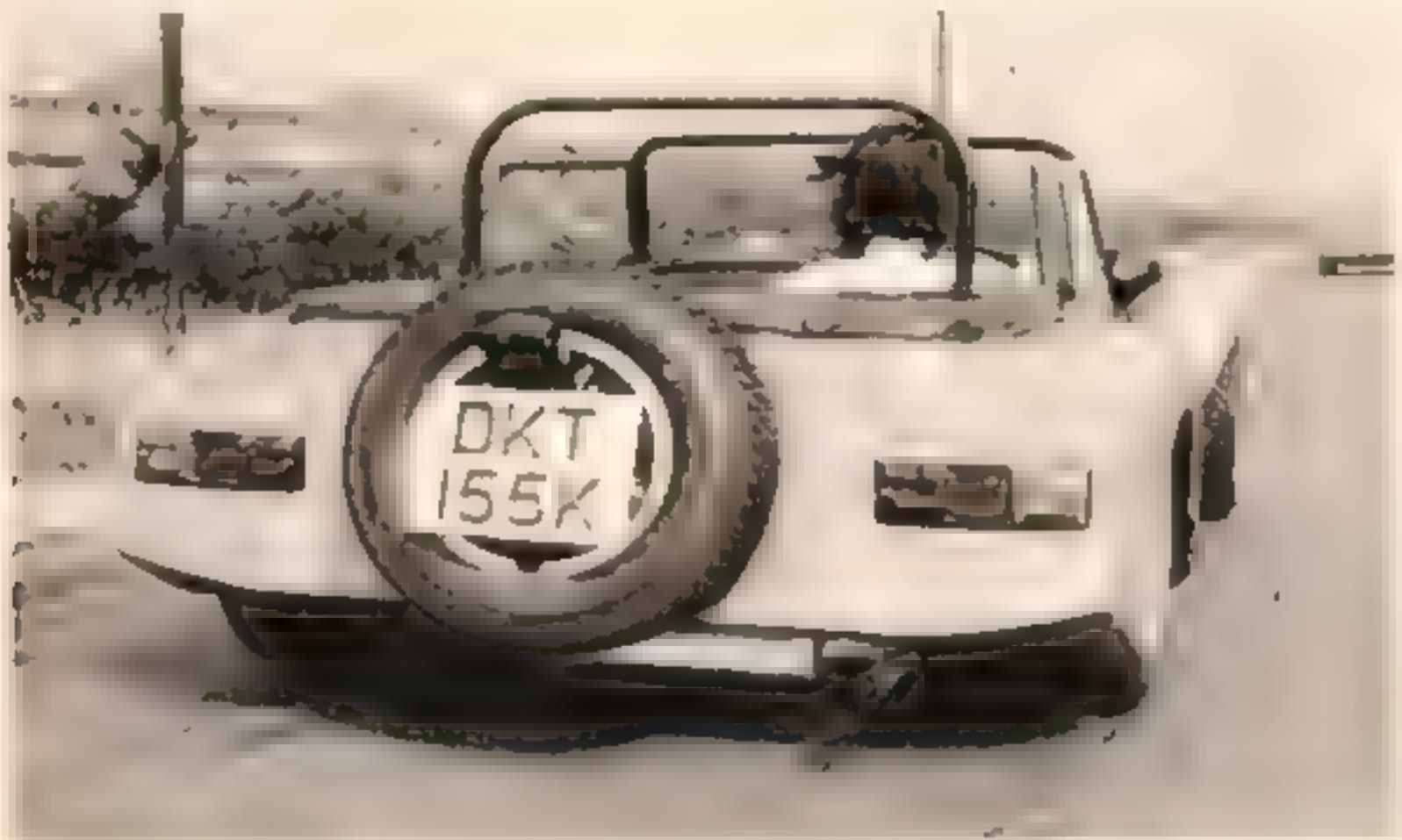
The cockpit and access is something of an art. With the hood up, there's a flap that lifts upwards beneath which one crawls to enter the driving position. There is a method, but it's one that has to be developed with experience, and it's up to the individual driver to develop his own. As one sinks down to the driving position, one has a distinct feeling that this car is not for the broad-beamed enthusiast. The transmission tunnel is very apparent to the left and the side of the car and is just as apparent to the right. Once into the car, all that is necessary for a motoring enthusiast is very much to hand. There's an odd old-fashioned handbrake that is pulled on under the dash on the right-hand side, and the gearshift is a super short stick very close at hand on the left. Dead ahead is a rev counter which allows 60 mph to come up in

second—just, while on the right of it is an equally-sized speedometer. Further right is the oil pressure, left is the water temperature gauge while ammeter, fuel gauge with switches for lights, and windscreen wipers are in a centre console. Heaters come as optional on the extra list at £25, but, while my run took place in the summer, it wouldn't surprise me if it wasn't needed, although with the hood down, life is naturally different.

I haven't perhaps covered the Super Seven's peak performance. I was once told of a dice between a friend and Seven, and when the speedos topped the 105 mark, the Seven driver quietly pulled over and accepted defeat, for while the Seven is quite happy up to 106 or thereabouts, the car is aerodynamically impossible above that, despite the revs being below the maximum. Consequently, the car just will not continue any further, and one just has to accept that top speed has been reached. On the fuel capacity side, the car has an eight-gallon tank which allows it a range of around 160 miles, while the oil consumption was almost nil during the three or 400 miles that I drove it. The engine is tremendously accessible with the fold-forward bonnet, although it is possible that one could slightly damage the fibreglass as this rests on the ground; care should be taken when doing this to conserve the front.

Life with a Seven is decidedly active. It is one of the quickest cars on the British roads for the money. If not the quickest, and what is possibly lacking in the comfort department is surely made up for in the acceleration. Long live the Seven. At just under £1,500 fully built, it offers Panthers-sized excitement

*Standing starts may be done with care, while wheelspin is incurred in second as well.*



## Beige hood fabric from Crayford

Crayford Auto Development Ltd of Westerham, Kent are now sole suppliers for the world market of beige mohair type hooding for convertible cars. This hooding, which has been used extensively since the 1930s on the Mercedes-Benz sports cabriolets, Rolls-Royce convertibles and most high quality cars, is regarded by connoisseurs of convertibles as being the ultimate in this type of material. It is totally rot proofed, water proofed and extremely hard wearing.

Crayford Auto Development Ltd., are carrying stocks normally in the range of 500 to

1,000 metres at any time and there will also be very adequate stocks of mohair hooding in black. The price of this material is £9.40 per metre and standard width of the roll is 5 feet. Material being supplied in the UK attracts a further 10% VAT charge and any material bought in complete roll lengths can be subject to a discount.

Samples of mohair type hooding in black and beige can be obtained free of charge on application to Crayford Auto Development Ltd, High Street, Westerham, Kent

## DAF accessories

In response to growing demand from both private customers and the DAF Dealer Network, DAF Motors (GB) Ltd is now offering a complete selection of approved accessories for the DAF range of all-automatic motor cars. This new and extensive accessory range has been designed to complement the comprehensive standard equipment fitted to DAF motor cars.

DAF owners may now specify such luxury optional extras as a sliding roof with tinted Perspex wind deflector, halogen headlamps, intermittent wiper operation, a laminated windscreen or a specially designed tow bar, as well as more normal items such as cigar lighter, caravan mirror or tailored parcel shelf. Special dispensers have been commissioned and built and these will be used by DAF Dealers to display the new range of DAF accessories in DAF showrooms throughout the UK. These point-of-sale units will be backed up by four-colour posters and a wide range of full-colour literature.

## Discount motor bits

With membership this year already soaring towards the 200,000 mark, Motorists Discount Club has made a couple of significant new moves. A new showroom and shop has been opened at 22 Station Parade, Northolt Road, South Harrow, Middlesex—available to members and to the general public, complementing the existing MDC Centre at 21d King Street, Hammersmith in West London.

Equally significant is the introduction of a new range of hand tools bearing MDC's name and currently being promoted in the motoring press. There is a complete range, all very attractively priced, and varying from a complete 37 piece combined socket set in chromed steel at £12.50; to a simple, robust hand wrench at a mere 85p. All prices include Value Added Tax, and post or carriage is free.

Currently available from Motorists Discount Club, the tools are for sale to all readers on a cash with order basis, or to MDC members (30p brings their 120 page colour catalogue and free enrolment) on the easy Budget Account terms run by the Club. Orders should be sent to MDC's Handon address.

## Mexico/van based motor caravan

Fancy a 100 mph motor caravan? Well, you can't have one. However, there is one about, produced by Canterbury Industrial Products of Aveley in Essex, based on the Ford Escort 5 cwt van, but Ford Advanced Vehicle Operations have breathed on it, and the car, known as the Siesta, is equipped with the engine, transmission and suspension from the Mexico. Wide-rimmed sculptured alloy wheels, distinctive copper brown paint and Mexico wing badges are the only outward acknowledgement to the high performance capabilities of this vehicle.

The crossflow engine develops 86 DIN at 5,500 rpm when in GT form with the high-lift camshaft, Weber carburettors and four-branch exhaust manifold. Wide radial-ply tyres hug the road, 10in discs stop the machine, while a small leather-rimmed wheel and full GT instruments complete the spec. Life in the living room is enhanced by an elevating roof up to 6ft 2in and is equipped with cooker, sink unit and sleeping room for two adults and a child. However, what has to be remembered is that it is a unique vehicle, although it doesn't sound too difficult a conversion to carry out oneself.





The Audi 80 LS is a thoroughly modern, medium sized saloon with a useful performance and praiseworthy fuel economy.

## The well-made and modern Audi 80 LS

The Audi 80 is a new car from the Auto Union group, which is now owned by Volkswagen. As is well known, the latest VW, the Passat, has been derived from this Audi, and though the body shell has a more sweeping tail treatment, the cars are otherwise broadly similar.

The engine is entirely new and is built to comply with German pollution requirements—hence the fairly long strokes. It differs from other Audis in having a belt-driven overhead camshaft and the combustion chambers are in the head instead of being recessed into the piston crowns.

Also different, the chassis has outboard instead of inboard front disc brakes and MacPherson suspension geometry has been adopted. This incorporates "outboard scrub radius," of which much has been written, and means that the usual centre-point offset has been reversed. In other words, an imaginary extension of the king-pin would hit the road outside the centre of the tyre contact area instead of inside, as is more usual. In brief, this calls for less skill from the driver when the car is braked hard on a surface more slippery in some places than others. This inherent stability is allied with diagonally connected brakes, which reduce the drama if one set of brakes packs up.

The front wheels are driven by an engine mounted forward of the driveshafts and inclined to reduce height. The radiator is on the left of the engine and set back to keep the weight away from the nose. Behind the power unit is a two-shaft, all-indirect gearbox driving forward again to the spiral level

The under-bonnet accessibility for every possible job is quite outstanding.

At the rear, there is a trailing dead axle which doubles as an anti-roll bar. The body has an attractive shape and there is more

room than at first appears possible inside particularly at the rear. All the seats are comfortable and the driving position is pleasant, with good view and a bonnet and boot of which the corners are easy to see; the latter has a useful luggage capacity, incidentally. The bonnet top is phenomenally heavy, probably containing a lot of padding to absorb engine noise.

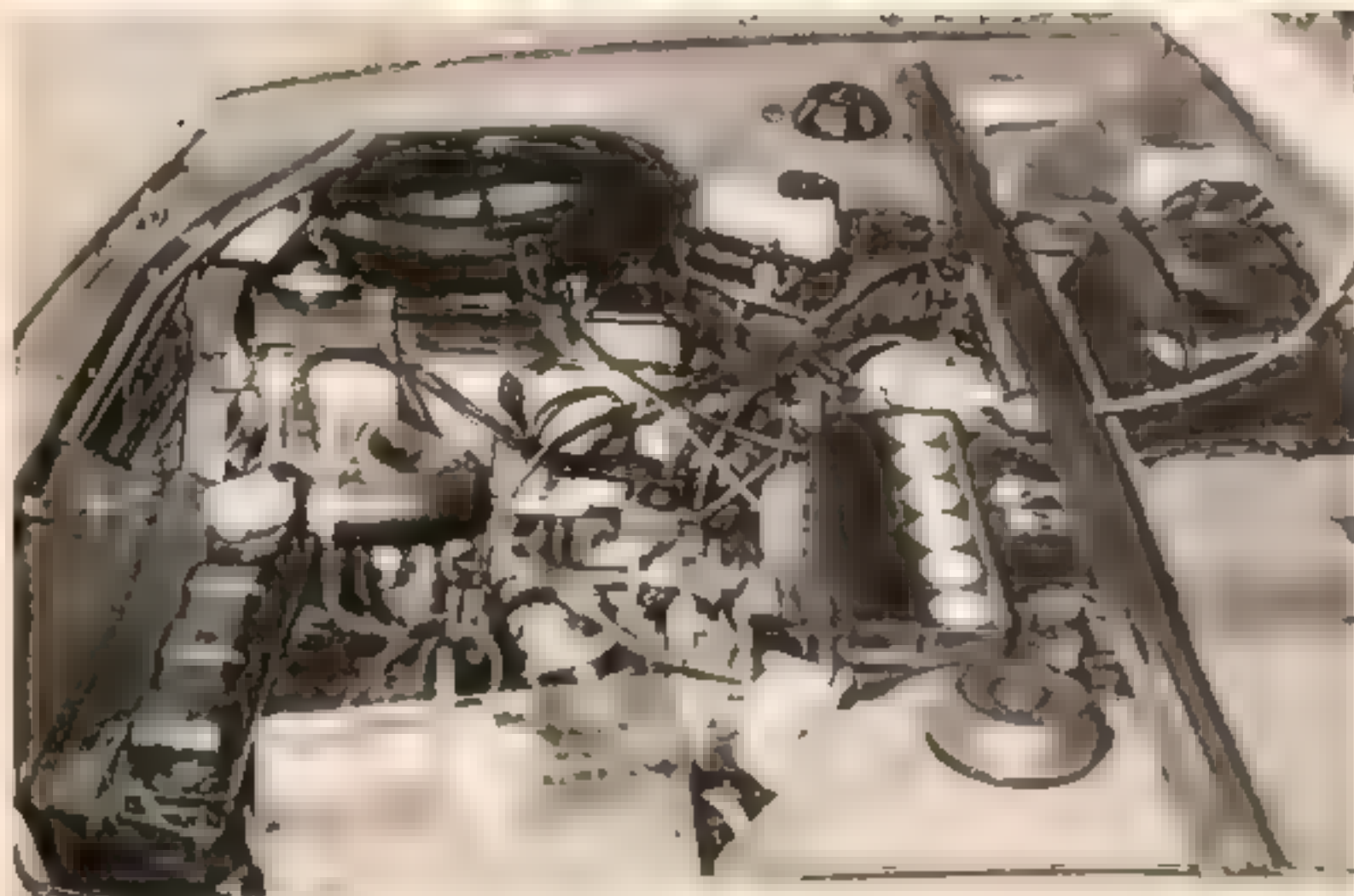
On moving off, it is at once obvious that there is something unusual about the steering. It is singularly light for front-wheel drive, though there is pronounced caster return around the straight-ahead position. During hard acceleration on almost full lock, however, the self-centring seems to disappear and one has to pull the steering towards the straight-ahead position, when normal caster is re-

When the car is taken through corners on full throttle, it understeers fairly strongly.





## Road test



The engine is entirely new with a belt-driven overhead camshaft and the combustion chambers are in the head instead of being recessed into the piston crowns. It is delightfully flexible.

**sumed** Though disconcerting, this only happens at low speeds and the steering is otherwise very pleasant, even if its theoretical advantages are not very noticeable in practice.

The suspension is well damped and feels quite firm, but in fact it absorbs bad bumps remarkably well. In general, the ride is very comfortable and must be rated as one of the car's best features. Occasionally, there is a slight side-to-side rocking sensation, but this is rare. The tyres are kept well on the road and the inside front wheel does not tend to spin on bumpy or slippery corners. When the car is taken through corners on full throttle, it understeers fairly strongly, with the usual moderate tuck-in on lift-off that is typical of front-drive behaviour; also typical

Is the stability in side-winds.

The brakes now have a servo as standard and really cannot be faulted, apart from an annoying whistle from the discs on occasion, which cured itself by the end of the test. There are surfaces which generate moderate road noise but certainly the Audi 80 is above the average in this respect. The level of wind noise is quite remarkably low and there are few quieter cars in this regard.

When idling, the engine has a noticeable hum but this does not increase at medium cruising speeds, when the car has an air of refinement. Towards its maximum speed, however, or when accelerating hard on the gears, the Audi becomes definitely noisy, though it is a pleasantly functional sound. There is

never any mechanical clatter and such noise as there is will be regarded as a pleasant musical note by some owners. The transmission is quiet on all gears and the gearchange excellent, though the gearlever of the test car rattled occasionally.

The 80 LS has a maximum speed just short of 100 mph, indeed, cars with a greater mileage than my test machine might reach this figure. The acceleration is lively for a roomy saloon of 1.5-litres capacity, with plenty of torque in the middle ranges. Just occasionally, there was the suspicion of a flat spot in the carburation, but the engine was delightfully flexible normally. As the car is light for its size and fairly low geared, the top-gear performance is excellent and the lazy driver need make little use of the gearlever.

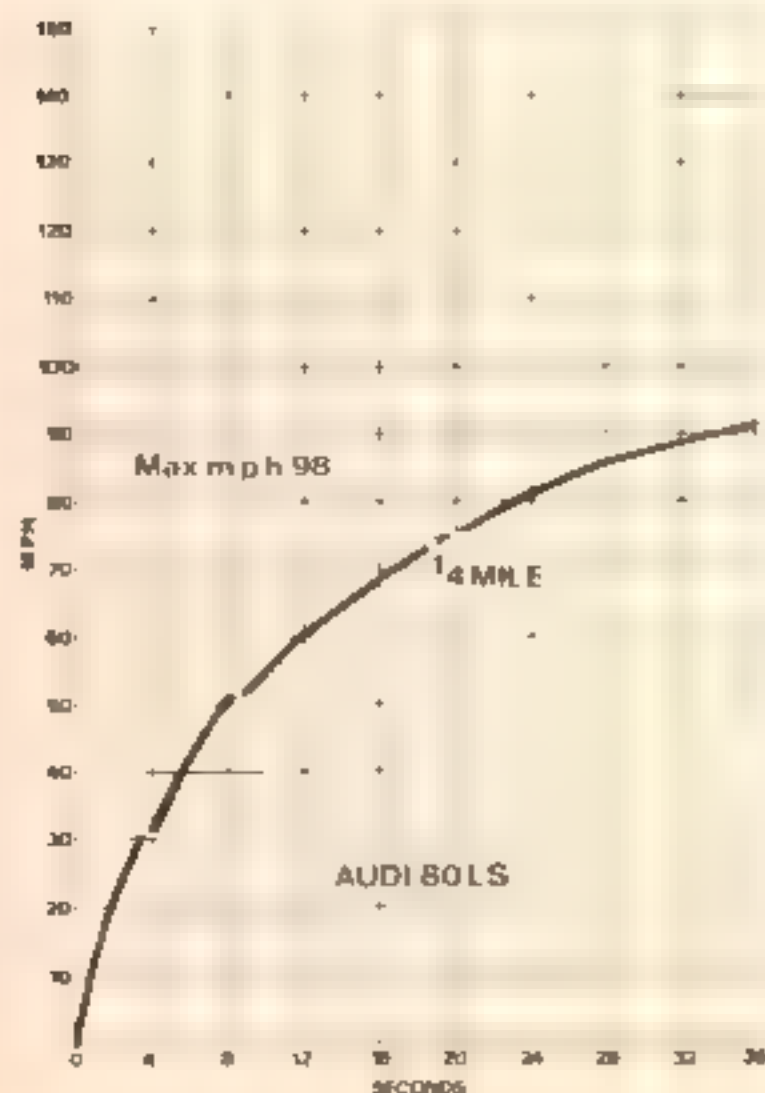
Powerful headlights permit quite fast driving when dipped, with no annoyance to approaching traffic. The fresh air ventilation is effective and the heater is powerful and rapid in action, though the control is rather of the on-off variety. Close examination reveals that the car is well made and finished.

The Audi 80 LS is a thoroughly modern, medium-sized saloon, with a useful performance and praiseworthy fuel economy. Its riding comfort is most satisfactory and if the wailing engine raises its voice occasionally, this is only when it is really being pressed. No German car is cheap at the moment, owing to the foreign exchange, but this roomy four-seater should still be a good investment, built to high engineering standards.

#### SPECIFICATION AND PERFORMANCE DATA

[illegible]

**All the seats are comfortable and the driving position is pleasant**





The various associations to take care of club racing have not achieved as much success as the one that takes care of most other forms of motor sport. Whenever new regulations are proposed for club racing, much argument follows before the matter is decided by the RAC Competitions Committee, which can make the situation worse as few of their members have knowledge of present-day club motor racing. The BRDC-inspired British Racing Drivers' Association has done little to relieve the situation, because already squabbles are taking place concerning next year's club racing regulations. What should be the mod sports classes . . . what should be the special saloon regulations . . . etc? Many people air their views about the situations but there's no association to look into the matter seriously and democratically before the RAC make their seal of approval.

In that respect, the non-motor racing world is much better organised. There, an organisation exists called the British Trials and Rally Drivers' Association, which looks after the interests of autocross, autotest, production car trial, rally and trial competitors with separate committees for each form of the sport. The BTRDA (as it is commonly known) was founded in November 1937 in the Plough Hotel, Cheltenham, where a small gathering of trial enthusiasts got together after the Gloucester trial and considered what they should do to fight the threatened ban on trials by the Government of that day, the Government having been stirred into action when certain persons protested that trials cars were bringing too much mud on to the public roads and were damaging the bridle paths with their competition tyres. It was so that the British Trial Drivers' Association was formed and the official formation was recorded in February 1938 with the late Maurice Tomlin as chairman and Denis Flather as secretary.

The war concluded the activities for a time, but the BTDA was re-formed when trials restarted, and in October, 1949, the membership totalled 127. Involvement with rallying started in 1951, this being the first year of the Silver Star Rally Championship (the Gold Star series followed in 1954), but it was not until 1956 that a separate rally sub-committee was formed and in 1957 the association's name was changed to include the rallying side, hence BTRDA. Interest of the association further broadened with driving tests becoming included in 1956 (although the Flather Star was not introduced until 1958), standard car trials in 1957 and autocrossing in 1960, when the first major autocross championship was held.

Membership has continually risen since its formation — confirming its success — and from 700 members in 1967, the figure rose to 1,000 in 1971 and there are at present over 1,200 members of the association, which comprises non-paid officials.

Chairman of the BTRDA, succeeding the late

## Taking care of the clubmen



All kinds of cars turn up at BTRDA production car trial championship rounds

John Gott, is Peter Cooper, a popular club figure who has competed in practically every branch of the sport over the years. A great asset to his BTRDA commitments is that Peter Cooper is a member of the RAC Competitions Committee as well as being a member of four RAC advisory committees covering rallies, autotests and trials, karting and scrutineering.

"I am a clubman at heart," said Peter Cooper, "and, as such, feel that the growth of the sport thrives by the expansion of the smaller clubs, their activities and their many enthusiastic members. Our association gives an incentive to the clubs by the standards we set, and the clubs themselves are eager to be associated with the BTRDA Championships. The RAC accept our association because of the high standards we set and run their own championships in line with ours for many of their events."

"Many recommendations made by the BTRDA to the RAC are put into the regulations and the increase in the number of specialist committees last year at Belgrave Square follows long negotiations with the late John Gott and Dean Delamont. These specialist committees must be good for the sport as it gets the ideas brought to the proper quarter by members who are active in various branches of the sport."

One area of current major concern is club rallying, where it seems the restricted rally comes in for the greatest number of complaints. Over 60 per cent of these complaints were with selective sections, and Peter Cooper comments that "we should at all times try to avoid being a target for complaint, either as an organiser or competitor."

With complaints in mind, the RAC are considering the licensing of all senior officials of events; whilst this is desirable, it would call for very complex administration when one thinks of the number of events held in this country. It is already done in the karting section of the motor sport division where clerks of the course and scrutineers are licensed, but it does have its difficulties. Quite often there are far more problems in organising a closed to club event, where probably the clerk of the course would not need to be licensed, as there is in the running of a national or international event."

Club motor racing could learn a great deal from the efficiency of these other forms of motor sport thanks to the BTRDA. The BTRDA has the ideal situation of having a committee looking after each branch of the sport with the committees comprising leading competitors and figures closely connected with those sports, so when changes are needed in the regulations, they can recommend them to the RAC, who usually have no hesitation in accepting them.

Now, if only club racing was like that — a British club drivers' association formed comprising organisers, entrants, competitors and the like, to form regulations for the various club racing formulae and the way club racing should be run, for ratification by the RAC. The association could be able to sort out all the bickering and differences in opinion regarding all club racing matters before the finalised regulations were proposed to the RAC. Also, club championships like those of the BTRDA aimed at the amateur club driver could be introduced to bring more life back into those meetings. At the moment, the influx of sponsored championships caters for the professional and rather neglects the clubmen, who can't afford to race on the same basis as the expensive championship-winning machinery. It only exists in formulae such as 750, 1200 and Monoposto. Perhaps the BTRDA could be expanded in some way, or at least let's have an enthusiastic association to look after true club motor racing, which, after all, is where everyone starts.

**ROBERT FEARNALL**

Action for the marshals at a recent Castrol/BTRDA autocross round.







Brian Weaver's Fairthorpe Electron Minor is closely followed by Len Bosshard's TR3 and MIRA Kurlapska Brown's Morgan +A

## LYDDEN

# Eight Clubs' day out

The Eight Clubs provided their own special kind of entertainment at Lydden Hill last Saturday with two high-speed trials, five handicaps, two scratch races and two F1200 championship rounds. While the racing was never fantastic, the day provided an opportunity for many drivers not normally seen in club racing to have a run, entries varying from Chevron to Honda S800, and Tetranychus Telarius to Fairthorpe Electron Minor. And if you were pot hunting, it was possible to procure a whole mantelpiece full thanks to the Eight Clubs securing kindly BP support, their Keith Smith giving away the awards at the end of the day. Entry was free for spectators and a minimal price for competitors who could enter many events. There were many road cars, few dramas and the sun shone just to cap it all.

First away were the two twenty minute high-speed trials, which produced many qualifiers, and happily, few dramas. Qualifiers were too numerous to mention and many of them came out later in the day to claim places anyway. First of the races was handicap event which saw a win for the little 750 Abarth Zagato of Chris Boiling, from the equally minute Honda S800 of Maurice Gates, closely followed over the line by Len Bosshard's TR3, and Brian Weaver's 1.1 Fairthorpe Electron Minor.

The first of the F1200 point-scoring championship rounds saw Peter Cooke borrow Mike Taylor's Tetranychus Telarius to streak away to a 36.2 s win, completely dominating the race, as did the car's owner later in the day. John Corboy (1.3 U2 Mk 8) with a new engine, did his best to stay with the flying Clubman, but he retired after five laps with a broken stub axle, leaving the place to the dicing trio of Tom Hudson (Lanson Mk 1), and Paul Webb (Delapena Mk 1), who had overcome Peter Lloyd's Nomad Mk 1. This was all shook up when both Hudson and Lloyd spun on lap eight, the latter into retirement, leaving Cooke's runner-up to be Webb, from a recovered Hudson.

A small Alfa Romeo field came out next for their handicap, proceedings being quickly

dominated by Nigel Rosser's 1300 GT although Paul Wakeham's 1.6 Giulia Spyder was putting up a good show for second. The second Visco Static F1200 round saw Mike Taylor do his thing in Tetranychus Telarius and with the minimal amount of fuss. The Gloucester driver lapped all but the valiant Andrew Armstrong (1.2 U2 Mk 6), who assumed second place after Phillip Lloyd retired the Nomad after eight laps, two races seeming to be too much for its big ends. Michael Roberts had been well up with Armstrong early on, but gradually slipped back to be lapped by the end.

Another handicap was next on the agenda. Ron Welsh's 1.2 Vaux P2 taking honours from Saeed Roshanzamir's 1.3 Cooper S, who, despite a moment at Paddock, put up a good show in this, his first race. A twelve-lap scratch race looked like developing into a good scrap between Ian Slade's Daimler SP 250 and Brian Weaver's Fairthorpe Electron Minor, but a moment at Paddock dropped the latter to third behind Chris Gilbert's consistent 1.6 Ford-engined HRG, a 1949 Le Mans prototype, while another moment at the same bend didn't lose him a further place. The Electron was challenging the entertainingly sideways HRG towards the

Frank Vautier's MG YA adopted various side ways angles during the MG handicap.



end, but was never going to get by in the time available.

A 10-lap handicap race for MGs gave us the opportunity to marvel at the J types. Dudley Pinney's well-known 850 J2 version winning from the entertaining and most spiritedly driven supercharged 750 J4 of Geoff Coles, whose driving skill and style could be easily appreciated on the short Lydden circuit. The younger TP of Norman Booth came third from David Riley's 1.8 MGB GT.

A 12-lap scratch race wound up the serious proceedings, and allowed Fred Boothby's Chevron-BMW B5 to steam off into the distance, although once he has disposed of Stephen Barrance's U2 Mk 6, Edward Reeve hauled in the Chevron with his 1.3 Midget in tremendous style. However, the confrontation never took place, for the Chevron was unwilling to pick up the last drops of petrol, and slowed up, allowing Reeve to win from Boothby, while Barrance had his second spin of the day out of third, handing the place to Peter Shepherd's 1.3 Cooper S. Final event of the day saw Corboy repair his U2 to come in second to Edward Reeve in a 10-lap handicap race for teams of two per motor club. John Harrison (U2 Mk 5.6) came in higher than Boothby's Chevron, Reeve's team mate, so the 750 MC won the team prize from Reeve and Boothby racing for Cemian. An early end to as clubby a day as one can get; by the clubs, for the clubs.

## BOB CONSTANDUROS

Handicap (10 laps) 1 Chris Boiling (750 Abarth Zagato) 37.2 s, 40.58 mph, 2 Maurice Gates (Honda S800) 43.4 s, 39.4 s, 3 Brian Weaver (1.1 Fairthorpe Electron Minor) 43.4 s, 4 Len Bosshard (TR3) 43.4 s, 5 MIRA Kurlapska Brown (Morgan +A) 43.4 s, 6 Peter Lloyd (Nomad Mk 1) 43.4 s, 7 John Corboy (1.3 U2 Mk 8) 43.4 s, 8 Tom Hudson (Lanson Mk 1) 43.4 s, 9 Paul Webb (Delapena Mk 1) 43.4 s, 10 Mike Taylor (Tetranychus Telarius) 43.4 s, 11 Andrew Armstrong (1.2 U2 Mk 6) 43.4 s, 12 Nigel Rosser (1300 GT) 43.4 s, 13 Saeed Roshanzamir (1.3 Cooper S) 43.4 s, 14 Ian Slade (Daimler SP 250) 43.4 s, 15 Brian Weaver (Fairthorpe Electron Minor) 43.4 s, 16 Chris Gilbert (1.6 Ford-engined HRG) 43.4 s, 17 Frank Vautier (MG YA) 43.4 s, 18 David Riley (1.8 MGB GT) 43.4 s, 19 Dudley Pinney (850 MG J2) 43.4 s, 20 Geoff Coles (750 MG J4) 43.4 s, 21 Peter Cooke (Tetranychus Telarius) 43.4 s, 22 John Harrison (U2 Mk 5.6) 43.4 s, 23 Edward Reeve (1.3 Midget) 43.4 s, 24 Fred Boothby (Chevron-BMW B5) 43.4 s, 25 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(Chevron-BMW B5) 43.4 s, 485 Stephen Barrance (U2 Mk 6) 43.4 s, 486 Peter Shepherd (1.3 Cooper S) 43.4 s, 487 John Corboy (U2 Mk 5.6) 43.4 s, 488 David Riley (1.8 MGB GT) 43.4 s, 489 Dudley Pinney (850





A surprise treat at Silverstone was the sight of Scotland's Doug Niven at the wheel of the fabulous Celtic Homes Escort

## SILVERSTONE

# Doug Niven comes south

Of all the Saturday Silverstone club meetings the one with the best reputation is undoubtedly the SUNBAC's which was run last weekend. SUNBAC always provide an enjoyable variety of races (including two for motorcycles) with an impressive list of sponsors for a club meeting. The repulse of this meeting appeared to have spread north this year because two of the most interesting cars from those parts were to be seen for the first time at Silverstone—namely Kim Mather's BRM P153B (second in the libre race after a pit stop) and Doug Niven's Celtic Homes Boss Escort which won the saloon race and enabled Doug to win the Shell Man of the Meeting award.

It was one of those overcast days when all competitors' eyes were cast upwards trying to decide if it was going to rain or not. It started dry and following an exciting solo motorcycle race the Formula 750 cars came out for the Duckhams Trophy race, a round in the Reliant championship. Geoff Smith in his supercharged JGS Mk 3 made a good start from the third row of the grid and led throughout holding a few seconds advantage over the duelling John Giles (JGS Mk 2) and the championship leader Mike Street (DX Plus). Giles and Street swapped places during the race but Giles managed to pull away despite an off-song engine after Street was badly baulked at Woodcote as he started his last lap. Tim Green (Time Mk 2) worked his way up to fourth place until a spin on lap nine dropped him to sixth behind Colin Jones (Wizard Mk 1) and John Richardson in the ex-David Newman DNC Mk 3.

A good field of modified sports cars lined up for the Rhode Cup race with the two top protagonists Brian Hough (TVR Tuscan) and John Pearson (Jaguar XK120) alongside each other at the front. Hough outdragged the XK at the start but "Plastic" Pearson fought back to lead round Copse only for Hough to boot it past on the straight and lead after one lap. Pearson was pushing the new lap recordholder far all he was worth but conditions were far from ideal and the five-day-old record was in no danger. Despite some opposite lock stuff through Woodcote to finish the race Pearson was still 1.2s behind the flying TVR at the end. John Harper in the immaculate Forward Engineering E-type—boosting a new front aerofoil—had a lonely drive to third as did his pursuers Brian Mills (E-type), 2-litre class winner Dave Tomlinson (Elva Courier) and Robin Gray (Morgan Plus 8) (Robin also got pole position in the motor-

cycle race on a 350 Yamaha TR3 but could not start due to damaged pistons and barrels.) Behind these leaders Brian Lambert won the small class in his Ginetta G4 by beating 3-litre class winner John Dudley (Marcos GT). The field was completed by six Spridgets battling it out in three groups of two.

John Jordan made no mistake in the Esso Uniflo Trophy for GT cars as he powered his 7-litre McLaren M6B round in fine style. The only thing to almost upset the plan was when a rain shower caught out your reporter and a freelance MG Midget spin was executed in front of the McLaren as the chequered flag came out. Frank Aston (Astra RNRI) came home second holding off Malcolm Jackson's BGL Mk 1 and Caldwell Smythe (Gryphon C73) who had a racelap duel, with Smythe leading most of the way but Jackson slipped past at the flag. Stuart Glass (Gryphon C73) made a very optimistic start for which he was penalised 1 m, eventually being classified sixth. Mike Donovan (MG Midget) won the small class following the retirement of the early leader David Childe (Centaur Mk 14).

The original idea had been for the FFs to do two heats and a final, but following a few non-starters it was felt better to run a 20-lapper for the whole field to contest the B and I Motorway Trophy. The rain had now made the track very treacherous and many more harmless spins were witnessed in Woodcote following the trend set by yours truly in the previous race. At the start John Murphy in the Tricentrol Hawke led with Mike King's Lola T340 (complete with huge airbox), David Heale (Dulon LD9) and Alf Lawler's L & B Excavations' Royale in pursuit, twitching their way round. It was these four who broke away and battled furiously with Lawler coming to the front as the track dried out around half distance. Roger Orgee (MRE 73F) was fifth with Matthew Argenti (Merlyn 24S) sixth at this stage. At the 13-lap mark the rain came again and the leading four twitched through Woodcote making contact with each other as five cars lower down the field spun without hitting anything or anyone. Then on the 18th lap King (in second spot) lost it in Woodcote and let Lawler pull away as Murphy and Heale were held up. Heale then made a pitstop as King spun again two laps later leaving very appropriately the two Irishmen Lawler and Murphy to come first and second in the B and I-sponsored race. King recovered to take third from Orgee and Argenti.

With Tony Strawson (ex-Mick Hill Capri)

on pole and Doug Niven's beautifully built Boss Escort alongside a fine duel in the Patrick Motors Group race was anticipated. Niven won the drag race to Copse in the wonderfully prepared Escort with Strawson in pursuit but at Becketts "Strawberry" spun wildly into the infield and later retired to the paddock with all not well. Meanwhile Celtic Niven was ramping home to an easy win, trailing oil smoke, while Bill Cox (WRC Capri) was fighting to hold off Paul Telfer's hard-charging Cooper S, which he just managed. Baillie Russell (Escort) took fourth place from Tony Dickinson's 1300 example, while in the small class Trevor Cook (1.0 Anglia) was the winner from Charles Bernstein's 850 Mini.

Kim Mather streaked off the line sounding glorious as the BRM P153B led the field in the City of Birmingham Formula Libre race. John Jordan had the McLaren out again and was giving chase gamely but with no real chance against the ex-Oliver F1 car. However, after five laps all was not well with the BRM and after eight laps Mather came in to have the cold start device on the metering unit wired back in place. He rejoined one lap behind Jordan and quickly caught him, unlapped himself and set off in second spot again. At the front all was not well with Jordan as two tyres were deflating. John made it to the line for his second win though with both nearside tyres flat as Mather twitched round to take second spot and fastest lap. The rest of the field was lapped and C. F. Chost (Brabham BT10) was third just beating Loriner Boughton in Jeremy Gamba GRD 373. David Heale had better luck this time and took fifth in his Dulon from Jim Yardley's new Beagle Mk 3. Stuart Glass retired at Becketts when well placed when the carburettors of his Gryphon caught fire on the last lap. Quick action by the marshals saved any serious damage being sustained.

## PETER RICHINGS

**Duckhams Trophy for Formula 750 (10 laps) 1. Geoff Smith 2.5 m 3. Mike Street 4. John Giles 5. Tim Green 6. Colin Jones 7. John Richardson 8. David Newman 9. Mike Street 10. John Giles 11. Tim Green 12. Colin Jones 13. John Richardson 14. David Newman 15. Mike Street 16. John Giles 17. Tim Green 18. Colin Jones 19. John Richardson 20. David Newman 21. Mike Street 22. John Giles 23. Tim Green 24. Colin Jones 25. John Richardson 26. David Newman 27. Mike Street 28. John Giles 29. Tim Green 30. Colin Jones 31. John Richardson 32. David Newman 33. Mike Street 34. John Giles 35. Tim Green 36. Colin Jones 37. John Richardson 38. David Newman 39. Mike Street 40. John Giles 41. Tim Green 42. Colin Jones 43. John Richardson 44. David Newman 45. Mike Street 46. John Giles 47. Tim Green 48. Colin Jones 49. John Richardson 50. David Newman 51. Mike Street 52. John Giles 53. Tim Green 54. Colin Jones 55. John Richardson 56. David Newman 57. Mike Street 58. John Giles 59. Tim Green 60. 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## HURBERVILLE TRIAL

## Hinde defeated

The first defeat of the season for Mike Hinde's all conquering Clan, the first defeat of Mac Hazlewood by Dave Slater of the year and a seventh class win for Geoff Spencer highlighted the Hurberville Trial near Bridgend last Sunday which attracted only 29 competitors, but saw the form book shattered.

With a total loss of only eight marks on the 30 sections Bill Moffatt gave notice he's hanging on grimly to his title though his chances of success are a little slim. Dropping three marks in the morning to Hinde's nine marks, the West Country Irishman gave the northerner no peace in the afternoon and with both men equal Moffatt emerged top of the tree with a 21.5 per cent index. Third in the class was the steadily improving Reg Busby who totalled 35 marks.

Back to the Class I and Spencer became the first man to win his class seven times this season. His 77 marks total gave him the class by eight marks from John Hodgson who had the best round in the class in the afternoon to demote Alf Williams to third by seven marks. Williams was thoroughly enjoying his first outing with his Allegro and was only one mark behind Spencer at the break. Thereafter he was having to contend with slightly tighter sections and suffered accordingly.

Mac Hazlewood will want to forget the event but Dave Slater won't. On a day when little went right for the Mexico, he finished third of only three and 21 marks behind Slater who was on top form right from the start with his Anglia Estate. Slater held a nine mark advantage at lunch with Denis Wells (Skoda) sharing second and Wells hung on grimly in the afternoon but dropped four more marks to Slater.

Dellow man Nigel Brown made a championship re-appearance and predictably left the rest of the sports car men to scrap among themselves. Brown totalled 27 marks to win by six marks from Don Hobbs (Midget) who overlooked the half time second man Mike Harrison (Midget), the pair never being more than five marks apart.

As a result Moffatt and Spencer are now joint leaders in the championship with 83 points, Hazlewood is third with 84, Harrison weighs in with 82 followed by Wells on 79 and Slater on 70 points.

Overall	W	Losses	Draws	Points	Opp	Color
winners	G. Spencer	4235	67	77	77	White
runner up	A. K. K. K.	41	77	77	77	White
3rd place	J. K. K. K.	41	77	77	77	White
4th place	J. K. K. K.	41	77	77	77	White
5th place	J. K. K. K.	41	77	77	77	White
6th place	J. K. K. K.	41	77	77	77	White
7th place	J. K. K. K.	41	77	77	77	White
8th place	J. K. K. K.	41	77	77	77	White
9th place	J. K. K. K.	41	77	77	77	White
10th place	J. K. K. K.	41	77	77	77	White

## Yorkshire lead Shell league

At the halfway stage in the Shell Motor Club League programme, the instigators of the competition, the Yorkshire Sports Car Club lead the field of 22 clubs. Ten events ranging from a sprint and a hillclimb to a production car trial and special stage rally will decide which club takes the top award of £50 at the end of the season.

Each club can nominate up to five drivers in their teams and there was an excellent turnout for the last round, the Cadwell Park hillclimb. With so many hillclimb specialists to call on it was not surprising that the Yorkshire Centre of BARC won the day with 442 points but they were only seven ahead of Sheffield and Hailamshire, who moved into fifth place in the league. Huddersfield Motor Club, early league leaders have slipped to second place despite having two class winners in their five-man team at Cadwell.

**Leading positions in the League are:**

1. VSCC 3833 17	2. Muddersfield MC 3524 59	3. BANC 3337 04	4. Key and OAC 1372 9a	5. Shymmer 1211 03	6. T. and J. MC 1203 50	7. G. E. and F. MC 1203 50	8. G. and F. MC 1203 50	9. G. and F. MC 1203 50	10. G. and F. MC 1203 50
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## News

● Club meetings such as last Saturday's SUNBAC Silverstone are always enjoyable for the competitors but sometimes the behaviour of a competitor can mar such occasions. For instance, Stuart Glass parked his Gryphon in someone else's place in the paddock and despite polite requests to move could only respond with bad language and physical violence to a gentleman over twice his own age. There is no place in motor racing for such behaviour—perhaps a case for RAC discipline.

● The Vandervell Award for Novice Drivers is enjoying much support in its second year. In the lead as the season draws to a close is David Heale who has been getting some fine results in his FF Dulon LD9. Heale has a good lead but the real battle is for second place. Mike Donovan (MG Midget) had obtained some good placings over the past two weekends, including two wins, to jump into second place past Charles Bernstein in his immaculate 850 Mini. Charles has by no means finished yet and (if organisers will run 850 classes!) hopes to get on terms with Donovan. In fourth spot is David Berisford (MG Midget) who is very close to the battling Birmingham pair as a result of some consistent finishing.

● After an exciting competition involving navigation, a daily time control, pit stop competition, quiz and an autotest, the Bedford AEC emerged as winners of the Ford Sport Club Challenge at Mallory Park on Sunday, August 26. The BAEC recorded the highest score achieved so far. Previous rounds of the Challenge in which 200 clubs in Great Britain entered, took place at Brands Hatch and Castle Combe. The team members were club chairman Tony Applewhite, Derek Brown, secretary Vincent Brierley, David Cooke, Bob Flitney, Ian Jackson and past president Jack Stennett. The BAEC has won very generous awards from Ford, three expenses paid trips to next year's Monaco GP £50 towards club funds, a guarantee of a celebrity speaker at next year's club dinner dance, an expenses paid trip to Ford's competition department for 30 people and a Ford organised celebrity forum in Bedford next

● Mike Lawson took BTD with his 850 Mini when Mid Cheshire MRC ran their autocross on a new course at Norton, near Runcorn, last Sunday. Over two laps of a 700 yds course he stormed round in 1 m 26.4 s to head the field of 36 competitors by just over 2½ s. Apart from Lawson competition was extremely close and only 13 s covered the six class winners with pride of place going to Miss Muriel Banks who took the up to 865 cc Mini class and the road going class in another Mini.

[illegible]

● The 750 Motor Club's Six-Hour Relay continues to thrive, returning again to Silverstone on September 29, although it was at one time suggested that Brands Hatch might be the venue. There is currently a full entry including teams of six GT40s, Chevron B19 and 21s, the Club's own Formulae, 1200 and 750, while an interesting confrontation should be that between Davrian and Clan, with five and six cars respectively, although Bob Jarvis, currently leading his Blue Circle modsports class, will be on holiday. There are already several reserve teams, and only those with six cars are being considered.

● Last week, in connection with an auto-test report we published Trevor Smith's photograph but stated it was John Larkin. Our apologies to both drivers.



**Gary Goggin — heads Pro Stock battle at Long**  
Veraton

## DRAG NEWS...

● This weekend at Long Marston, near Stratford-on-Avon, the penultimate round of the RAC Castrol championship will give Dennis Priddle a chance to avenge himself. After running his Shell/Chrysler car at the Brighton Speed Trials on Saturday, he will be taking the Revell car to the meeting, with Clive Skilton and Roland Pratt making up the field. Churchill and Shaver will have Fred Whittle to contend with in Top Competition, whilst Tony Dickson will be looking for his first 10 s run against Pilling and Goggin, with Peter Bennet hopefully making the meeting in his new Nova in the Pro Stock eliminator. As with all previous rounds, good facilities for the spectators are assured, and the venue itself should bring drag racing to a largely new crowd in the west Midlands and Wales. The meeting starts at around 10 am as usual with practising and qualifying, racing itself gets under way after lunch.

● Driving the STP Funny car at the recent Santa Pod Nationals was Owen Haywood, one of the crew members of the Mike Hutchinson-Nobby Hills fueller team. Owen has driven the team's car to a couple of mid eights in the past, and was trying to get the hang of the car for its return to the strip at the next Pod meeting. Owen will have to face the more experienced Allan Herridge in the "Stardust" car, now patched up and repaired ready for its similar return to competition.

● Meanwhile, development continues on the two English built funnies, Liam Churchill a who missed the last meeting to take his Capri apart and paint the bare chassis, chrome various parts and generally check everything after its first few runs. He will also be fitting his Lenco reverser to add a professional touch to his burn-outs, being the first British built car to have this capability. The Mark Stratton built VX 4 90, looking much better with its new paint work also looks impressive, the team having put most of its handling troubles down to insufficient tyre width, whilst the erratic braking was caused by a too small parachute harnessed too close to the car. A proper 200+ mph 'chute borrowed from Clive Skilton seemed to correct the trouble, with Ed Shaver finding the right sequence of events to bring the car to a steady halt.

● Skilton himself had a close call on one of his practice runs, when after turning over 220 mph, his parachute failed to come out. At that speed, by the time you realise that it has failed, you have already travelled a fair way of course, and after he managed to get the car to stop (on the edge of the field at the end of the track), his disc brakes were nearly aight. With speeds climbing even higher, a proper sand trap would be a good idea.

● The Pro-Stocks were really flying at the meeting as well, and the quote of the weekend came from Gary Goggin after one of his fabulous 105 s runs—"Every shift is a new experience!"



## AUTOCROSS

### Turpin wins at Weeford

Mike Turpin's 1900 BDA-powered Special won the last of this year's qualifying rounds of the Castrol/BTRDA Autocross Championship at Weeford Park, near Lichfield, last Sunday, when Shenstone & District CC ran a slick meeting for just under 100 competitors. Two timed runs, a third for those that wanted it and the RAC run off were all completed in under three and a half hours and they had one official and two unofficial stoppages during that time.



John Bevan — defeated by 1 s

Turpin found the fast course, which did not include all of the notorious hill, to his liking and his BTD in 1 m 70 s in the championship relegated John Bevan's Naveb to runner-up by a second and he in turn had slightly over a second in hand of John Watkins in his JW Special. Frank Morris (Mini) and Roger Dowson (Triumph GT6) were the only drivers seeking their seventh class wins to give them a maximum to carry forward to this Sunday's final, but both failed by mere fractions of a second.

The standard car class was well spread out with Martin Bernard winning easily with his Datsun 240Z in the absence of the Porsche Carrera. His time of 1 m 18.7 s was almost 2 s up on Colin Wild's Mexico who in turn was well ahead of a similar 240Z of Dave Keevil. Nick Garner predictably beat the rest of the small engine Minis in 1 m 13.9 s, this being the biggest class with 20 competitors. Len Evans, almost a newcomer to the BTRDA championship, was best with 1 m 16.5 s which left G. Dursley in third on 1 m 17.0 s.

One of the best struggles, class wise, was the battle between John Bevan in the DAF 66 and the Merridale brothers in their two Escorts in the up to 1300 front-engine RWD class. Tony eventually won the class by a clear second in 1 m 14.3 s, but Bevan pulled out all the stops to split the brothers and his 1 m 15.3 s was just four-tenths quicker than Bob. With a first run time of 1 m 14.4 s Paul Northall won the sports car class with the Triumph GT6 and this was two-tenths quicker than Roger Dowson who needed to take the class to get a maximum. Alan Warburton's Midget was a creditable third in 1 m 20.9 s but proving there is no real substitute for power.

Tony King and John Cotton, both in Imps had a spirited battle for the places in the rear-engined class, Roger Burn having cleared off in his Imp by an enormous 7 s. King, flying the RAF Motor Sport Assn. banner, beat Cotton by seven-tenths. Roger Brunt and Frank Morris joined battle in the medium Mini class and Brunt set the pace with 1 m 12.0 s. Morris was over half a second off the pace in his first run and when Brunt left the door open by being slower on his second Morris tried all he knew but failed

by three-tenths. The pair finished 4 s ahead of Malcolm Scott who annexed third by a slender margin.

In the big Escorts class Clive Trueman gave vain chase to George Warren's 1700 Escort, but well though he drove he found the bhp gap too great and Warren had 1 1/2 s in hand with 1 m 13.2 s while John Clarkson was never the threat he used to be and his 1700 Escort could only turn in 1 m 17.1 s.

Only seven-tenths separated Terry Smith and Peter Vaughan in the over-1000 cc Mini class, the pair having tied on their first runs with 1 m 10.8 s. There was a little nail biting in both camps before Smith, although slower by almost 2 s in the rain later on, took the class while another rare face (championship wise), that of Pip Carrotte was 2 s off the pace.

STD: M. Turpin (1900 BDA) 1 m 70 s. Class winners: M. Bernard (Datsun 240Z) 1 m 18.7 s. N. Garner (Mini) 1 m 13.9 s. T. Merridale (Escort) 1 m 14.3 s. P. Northall (Triumph GT6) 1 m 14.4 s. R. Burn (Imp) 1 m 15.3 s. R. Bevan (DAF) 1 m 15.3 s. G. Dursley (Escort) 1 m 17.0 s. T. Smith (Mini) 1 m 10.8 s. J. Bevan (Naveb) 1 m 8.3 s.

## AUTOCROSS

### Great BTRDA final on Sunday

With nine drivers each on a maximum score of 63 pts from seven wins, this Sunday's final of the Castrol BTRDA Autocross Championship at Clive Farm, Pittingham, midway between Wolverhampton and Bridgnorth, should be a real cracker.

Any one of the nine with maximum scores, plus about a dozen others with near top marks, will be hard at it to take over the title of champion from John Bevan who has held it for the past two years in the Castrol sponsored series and who, of course, was Players' champion the year before.

Dudley & District CC are again organising the event and a near-full entry is expected in the nine classes. The nine drivers who have 63 points are: Richard MacDonald and Nick Garner, both in small-engined Minis. Graham Hathaway in his 1300 Anglia, Paul Northall (Triumph GT6), John Sutton and Peter Harrold, both in 2.1 litre VWs, Roger Brunt (880 Mini), George Warren (1700 Escort) and Terry Smith in his 1340 Mini. Each timed run will carry double points and in the event of a tie at the end of the second run, a single run with best improvement plus or minus between those concerned will decide the destiny of the Castrol Trophy and £100.

## AUTOTEST

### Smith's double

Although suffering from tonsillitis Trevor Smith was in sparkling form last Sunday when, for the second year in succession, he notched a double double, for his eighth BTD of the year in the Castrol BTRDA Autotest Championship equalled his maximum of last year. Already acclaimed champion, Smith drove the opposition into the ground with a faultless performance in his Sprite and his time for 12 tests of 508.2 s was 16 s quicker than the other 37 who turned up to do battle at the Dunlop MC organised event at Port Dunlop, Birmingham.

Second man of the day was Phil Darbyshire in his 1275GT, who took the small saloon class with a time of 522.4 s, just under 5 s ahead of Peter Ballance in a similar machine. By his win Darbyshire has taken a one point lead in the class, deposing John Larkin. One of the best entries all season turned up in this class with George Holland and Roger Fripp added to those mentioned previously, but one by one they fell away from a challenging position and it was left to Darbyshire and Ballance to fight it out. There was a slight lead for Darbyshire initially, then Ballance took charge and so the ding dong went on.

The only man who could have dented Smith's Smith's pride was Denis Bears, also 1275 Sprite. He held the champion for a while but then uncharacteristically dropped three changers in fairly quick succession and he was out of the placings. Dick Squire's 1096 Sprite eventually took second in 537.2 s and he would have only been third but for a clanger by Cliff Robinson (Sprite) which dropped him to 541.4 s.

In the under 1000 cc Minis and sports cars Ray Webb had a convincing win in his Sprite, his total of 566.4 s being a handsome 21 s better than Malcolm Clark's Mini while Dave Murray was only 8 s adrift in his Mini.

More blunders were to be seen among the big saloon experts where Peter Noad, after getting within 3.4 s of Smith for BTD at two-thirds distance, collected two penalties on one test and fell from grace with the big VW which relished the long and quick tests. Alan Clare must have felt some sympathy for Noad for he also dropped 20 s on the same test in his Midget-Ford, but still hung on to second. Most disappointed member in this class was Tony Hunt, who, despite not incurring any penalties, could still only finish third with his Mexico.

STD: T. Smith (Sprite) 508.2 s. Class winners: P. Darbyshire (1275 GT) 522.4 s. D. Squire (Sprite) 537.2 s. R. Webb (Sprite) 566.4 s. P. Noad (VW) 584.2 s.

Champion Trevor Smith drove the opposition into the ground at Birmingham last Sunday.





## Exciting new venue

The Morecambe CC have acquired a two-year lease giving them the sole rights to promote motor sport on the old Cark Airfield, Moor Lane, Flookburgh, Lancs. Until quite recently karting was a regular feature on the Airfield, a 1,000-yards circuit being laid for that purpose. The lease was signed on August 1 this year and the owners of the land, D. Latham Ltd, have given the club a further option of three years following the expiry of the present lease.

The first event to be held there will be a restricted autocross on Sunday, September 23, which is being sponsored by Bateman Motor Works of Lindale Corner, Lindale, the BMW Main Dealers for Cumbria. Club Secretary Mike Griffiths is confident that the club will go from strength to strength at their new venue and plans are already going ahead to promote autocross (a date for the 1974 Control BT&RDA Championship has been fixed), rallycross and sprints. Application for track licences will be submitted to the RAC very soon and an inspection of the site will have to be made by Basil Tye.

The complex is also ideal for special stage rallying and the Mintex Seven Dales National Rally will be using the perimeter runways and farm tracks in February, 1974.

Mike Griffiths says that not only Morecambe CC, but all the local motor clubs in the area should benefit from this arrangement, as invitations to compete in all events will be sent to these clubs. Sponsors are already interested and the Morecambe CC hope to organise at least six major events each year at Flookburgh, as well as offering and marshalling the area for special stage races. Further details of the facilities at Flookburgh can be obtained by phoning Mike Griffiths at Arncliffe 761799 (evenings).

## Mullenger's Trident



Reg Mullenger — Trident winner

Just under 40 smooth and fast forest stage miles provided the action for Croydon DMC's Trident Rally last Sunday. It was most unfortunate for Trident Petroleum to go into liquidation just prior to the event, however the rally took place albeit in a shortened form. Times were pretty close throughout the day though an initial tussle between early leader Paul Appleby (Mexico) and Reg Mullenger went decidedly in the Suffolkman's favour when the RS driver pulled out a lead never to be threatened after stage five. Most serious casualty of the day was Ian Harwood's Escort Rover which rolled end over end on the second stage of the day, Crowthorne One. With Richard Iliffe finishing fifth and Mullenger winning, positions in the Triple "C" Clubmans Championship are now very close with only three points separating these two Escort drivers.

1. Reg M. 4.48.7. J. Turner. 5.47.4. A.S. 6. 4.67. 2. Ian P. 4.51.1. A. 4.50.1.4. D.D. 5. 4.51.1. 3. 5.01.1. Mike. 4. 5.01.1. M. 5. 5.01.1. 4. 5.01.1. 5. 5.01.1. 6. 5.01.1. 7. 5.01.1. 8. 5.01.1. 9. 5.01.1. 10. 5.01.1. 11. 5.01.1. 12. 5.01.1. 13. 5.01.1. 14. 5.01.1. 15. 5.01.1. 16. 5.01.1. 17. 5.01.1. 18. 5.01.1. 19. 5.01.1. 20. 5.01.1. 21. 5.01.1. 22. 5.01.1. 23. 5.01.1. 24. 5.01.1. 25. 5.01.1. 26. 5.01.1. 27. 5.01.1. 28. 5.01.1. 29. 5.01.1. 30. 5.01.1. 31. 5.01.1. 32. 5.01.1. 33. 5.01.1. 34. 5.01.1. 35. 5.01.1. 36. 5.01.1. 37. 5.01.1. 38. 5.01.1. 39. 5.01.1. 40. 5.01.1. 41. 5.01.1. 42. 5.01.1. 43. 5.01.1. 44. 5.01.1. 45. 5.01.1. 46. 5.01.1. 47. 5.01.1. 48. 5.01.1. 49. 5.01.1. 50. 5.01.1. 51. 5.01.1. 52. 5.01.1. 53. 5.01.1. 54. 5.01.1. 55. 5.01.1. 56. 5.01.1. 57. 5.01.1. 58. 5.01.1. 59. 5.01.1. 60. 5.01.1. 61. 5.01.1. 62. 5.01.1. 63. 5.01.1. 64. 5.01.1. 65. 5.01.1. 66. 5.01.1. 67. 5.01.1. 68. 5.01.1. 69. 5.01.1. 70. 5.01.1. 71. 5.01.1. 72. 5.01.1. 73. 5.01.1. 74. 5.01.1. 75. 5.01.1. 76. 5.01.1. 77. 5.01.1. 78. 5.01.1. 79. 5.01.1. 80. 5.01.1. 81. 5.01.1. 82. 5.01.1. 83. 5.01.1. 84. 5.01.1. 85. 5.01.1. 86. 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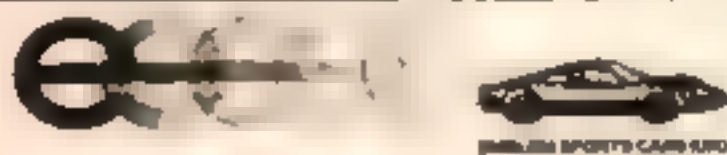
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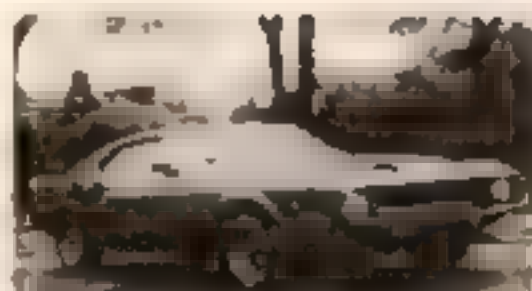
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GINETTA G15 1972. 1.5 litre with black trim. 1995  
LOTUS EUROPA 1970. 1.8 litre with black trim. 1995  
LOTUS ELAN DHC 54, 1968. 1.8 litre with black trim. 1995  
LOTUS ELAN 54 SE COUPE 58. 1.8 litre with black trim. 1995  
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MGB GT 1967. 1.8 litre with black trim. 1995  
TRIUMPH TR6 1969. 1.8 litre with black trim. 1995  
LOTUS ELAN 1967. 1.1 litre with black trim. 1995



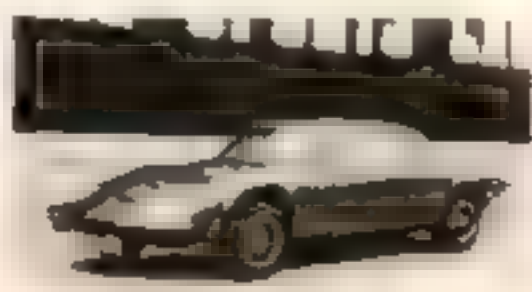
SHELBY GT 350 CORRA JET MUSTANG. 2.8 litre with black trim. 1995  
MORRIS MINI CLUBMAN 1000. 1.0 litre with black trim. 1995  
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OTM COX 1970 J REG. 1.1 litre with black trim. 1995  
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LOTUS SEVEN MK IV. 1.1 litre with black trim. 1995



TRIUMPH TR6 1971. 1.8 litre with black trim. 1995

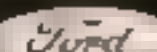


LOTUS 425 1305. 1.3 litre with black trim. 1995



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1972 Ferrari Dino 246 GT, Red Electric windows	£4885
1969 Lotus Elan +2, Beige	£1295
1972 (L) Granada. Silver blue, 1 owner	£1595
1972 Scimitar GTE 1 owner	£2295
1970 Escort Twin Cam. 1800 cc	£1145
1971 Fiat 126 Twin Cam	£995
1968 (G reg) Alfa 1750 GTV	£2895
1970 Aston Martin DBS Vantage. Manual	£3495
1966 Jaguar E Type. Wh to	£395
1970 Alfa 1750 GTV. Red	£1485
1969 XJ6 4.2 Auto. Red	£1895
1973 (March) Elan Sprint FHC. Red	£2145
1973 TVR 2500 M. Radio, mag 8 500 miles	£1945
1970 MGB GT. Red Radio	£1075
1969 Lotus Elan S4 SE DHC	£295
1971 Lotus Europa. Radio, tape, mag 1 owner	£1095
1971 Mexico White	£325
1971 Triumph Stag. Hard top, 6/drive 1 owner	£2085

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**AUTOSPORT, SEPTEMBER 8, 1973**







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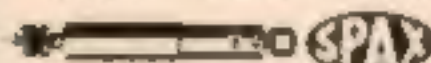


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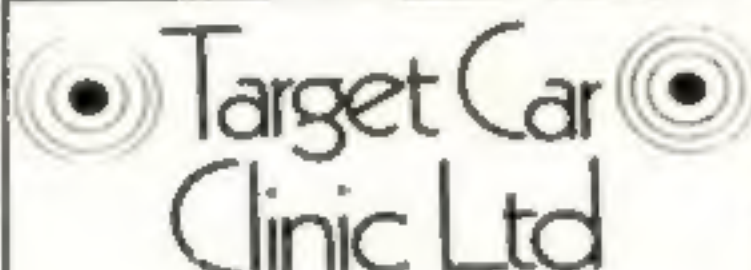
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